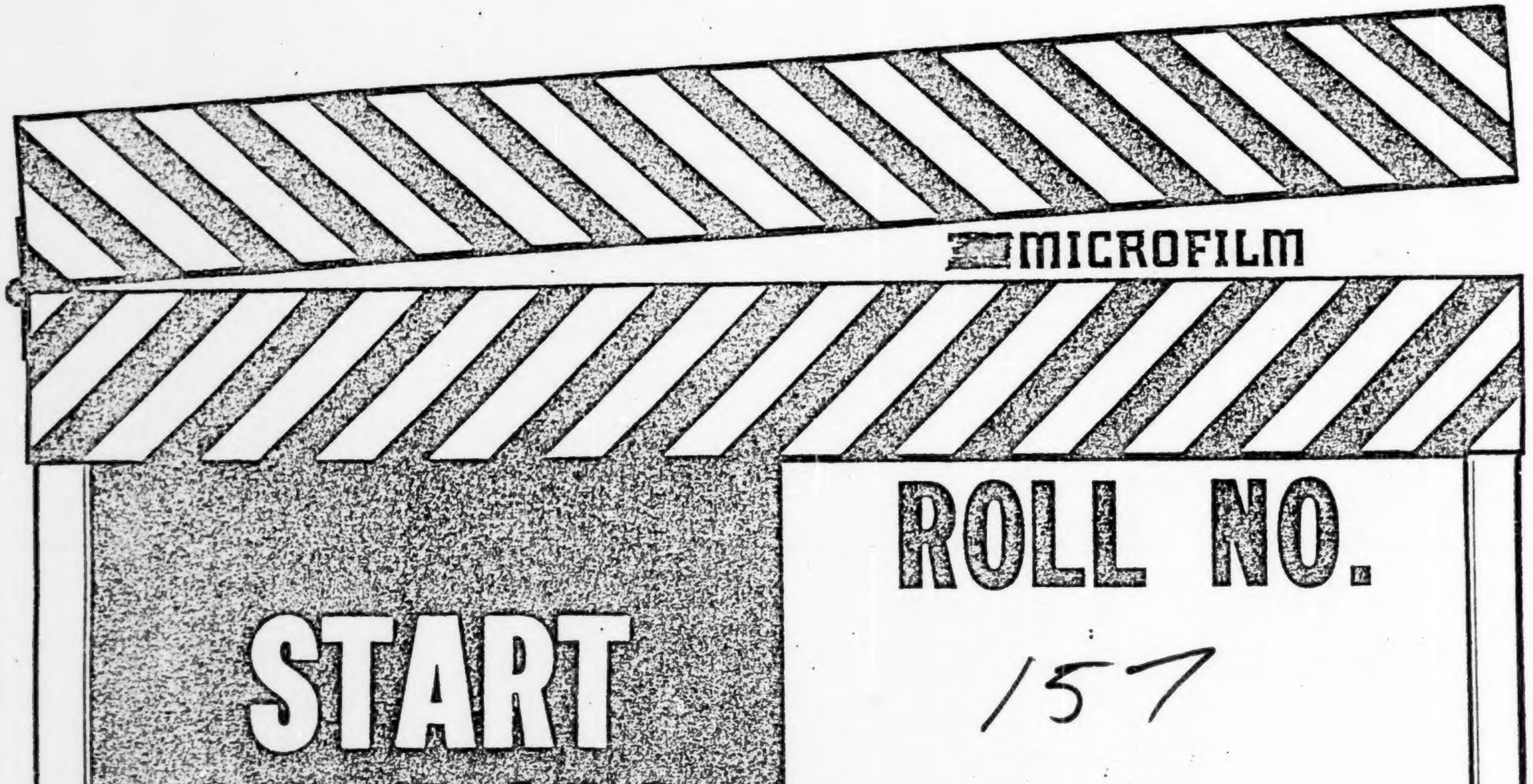

START OF ROLL

ROLL NO.

157

Construction
Contracts

EHS-T-5017(3) Oak St. at 2nd and Park 1972
Sts., & Grant St. at William St.
#7703 (Lebanon) Sec. (Traf. signal)

MONTHLY TRANSACTION NO. 2-1

DATE SUBMITTED TO W. O. JAN 26 1972

FORM PR-1
(REV. 4-61)

1-14-72

FEDERAL-AID PROG
(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)
2	1	Street intersections in city of Lebanon		*	*	91

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (76)
3	Traffic Signals						B-2 EHS	

CARD 4	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	TOPICS	Linn
	NAME OF URBAN AREA 17-31	ROUTE NO. / FEDERAL-AID
	Lebanon	T PS / Various

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams)			
5					ROW					
5	30	N (11)		3	CONST (CODE) Safety Y031	3	"Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Section"	0.0	48,000	30,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	48,000	30,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

JAN 26 1972

FHWA OREGON DIVISION

*See back for present and future ADT.

7.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-72

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT (65)	* (66)	* (70)	91 (71) (72)	10	Oregon	35 (2) (3)	077 (4) (9)	58-B (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
(69)	(70)	(71)	B-2 EHS (72) (73)	(74) (75)	EHS-T- (14) (23)	5017 (7) (13)	(3)	(24) (26) 27

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL - AID	STATE	U.S.
T PS	Various	(32) (36)	(37) (41)

ESTIMATED PROJECT COST BY PHASES

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Inst. traffic signals.
0.0	48,000	30,500	8,750	8,750 (City)	ROW - 60' normal; Access control - none; Parking Restrictions - none.
0.0	48,000	30,500	8,750	8,750 (City)	
(16) (23)		(24) (33)	REMARKS		

RECEIVED
COUNTY & CITY SECTION
JAN 28 1972
☐ ENGR. ☑ CSGR. ☐ ... A
☐ UPE ☑ CE ☐ RE ☐ RPE ☐ DE

*See back for present and future ADT.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

OAK ST. AT 2ND ST. & PARK ST., & GRANT ST. AT WILLIAMS ST. (LEBANON)SECTION
PROJECT No. EHS-T-5017(3)

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. Oak St. and 2nd St.	7,300	16,400
2. Park St. and Oak St.	10,200	15,400
3. Grant St. and Williams St.	7,100	12,400

Existing Facilities: Each intersection as follows:

1. Oak St. (FAS 569) & 2nd St.: Flashing beacon (yellow for Oak & red for 2nd)
   - Oak Street: 32' curbed section, 2 lane, 2-way with sidewalks.
   - 2nd St. - North: 44' curbed section, 2 lane, 2-way with sidewalks.
   - South: 32' curbed section, 2 lane, 2-way with sidewalks.
2. Park St. (FAP 37 & US 20) & Oak St.: No traffic control signal.
   - Park Street: 44' curbed section, 2 lane, 1-way (N. Bd.) with sidewalks.
   - Oak Street: 40' curbed section, 2 lane, 2-way with sidewalks.
3. Grant St. (FAS 212) & Williams St.: Flashing beacon (yellow for Grant & red for Williams)
   - Grant St. - West: 32' curbed section, 2 lane, 2-way with sidewalks.
   - East: 44' curbed section, 2 lane, 2-way with sidewalks.
   - Williams Street: 32' curbed section, 2 lane, 2-way with sidewalks.

Project Data: Install 2-phase pretimed traffic control signals at each of three intersections (Oak and 2nd, Park & Oak, Grant & Williams) and interconnect with existing signal system.

NOTE: The proposed traffic signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the three intersections have experienced a high number of accidents. The proposed traffic signals by controlling flow of traffic will reduce substantially the number of accidents occurring at these intersections.

This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

Additional Right of Way: None required.

System Action: FAP Type II System approved by FHWA June 11, 1971.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right of way is not required.

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Public He
PPM 20-8

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of PPM 21-

Control of
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project. A
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Date for P

AT WILLIAMS ST. (LEBANON)SECTION
7(3)

t	Future
	16,400
	15,400
	12,400

r Oak & red for 2nd)
ay with sidewalks.
ay with sidewalks.
y with sidewalks.
signal.
y (N. Bd.) with sidewalks.
y with sidewalks.
llow for Grant & red for

y with sidewalks.
with sidewalks.
with sidewalks.
at each of three intersections
t with existing signal system.

ety Improvement Work" because
e three intersections have a
fy under provisions of
experienced a high number of
traffic will reduce
ections.

"Emergency Highway

l, 1971.

creation Areas: None involved.

right of way is not required.

Clearinghouse Approval: State and District 4 exempt under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted by FHWA under memorandum of November 18, 1971.

Environmental Statement: Requirement waived by FHWA (Division) memorandum of Aug. 2, 1971, under the provisions of Section 3f(3) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Date for PR-37: 66% of project is on FA Secondary System.
34% of project is on FA Primary System.

MONTHLY TRANSACTION NO. 2 - 5

DATE SUBMITTED TO W.O. 27 JAN 1972

FORM PR-9
(REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

1-14-72

CARD 2	REPORT NUMBER 4 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Street intersections in city of Lebanon 21 65	ADT	7,300 10,200 7,100	FUTURE 16,400 15,400 (66) 12,400 (70)	YEA 91 (71)

			FOR MISCELLANEOUS FUNDS ONLY						
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) PE & Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AL TH 74

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS		COUNTY NAME Linn
	NAME OF URBAN AREA 17-31 Lebanon	F.A. SYSTEM Primary & Secondary	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53				St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams) "Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Sec."	(54) (56)	(59) (66
5					PE ROW CONST Safety		ITEM AS NOW PROGRAMED	58	T-5017 (2)		0.0 0.0	1,000 48,000
										PROJECT TOTAL	0.0	49,000
5					PE ROW CONST		REQUESTED REVISION	58-A	T-5017(2)	- Same as above -	0.0	1,000 (16) (23
CARD	A form PR-1 or PR-9 has been submitted Yes						PROJECT WITHDRAWN			PROJECT TOTAL	0.0	1,000

T

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

1-14-72

65	ADT	7,300 10,200 7,100	FUTURE 16,400 15,400 (66) 12,400 (70)	YEAR (71) 91 (72)	REGION (74) 10 (75)	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN. CODE 4 077 6	ITEM NO. (14) 58 (18)

FOR MISCELLANEOUS FUNDS ONLY

PV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 T- 23	NUMBER-AGR. NO. 7 5017 (2) 13	I PROJECTS ONLY POST MI. MI. (24) (26)	DESIG. 27

CS	COUNTY NAME Linn	CODE 14 043 16

STEM Primary & Secondary	RTE NO. T.P.S.	FEDERAL AID Various	STATE (32) (36)	U.S. (37) (41)

TERMINI	MILES	PROJECT COST TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (58)	(59) (66)	(67) (76)		
intersections in city of banon (Oak & 2nd, Park Oak, Grant & Williams)	0.0	1,000	630	185(City) 185	PE all phases; Inst. traffic signals
k St. at 2nd St. & Park & Grant St. at Williams (Lebanon) Sec."	0.0	48,000	30,500	8,750(City) 8,750	
PROJECT TOTAL	0.0	49,000	31,130	17,870	
Same as above -	0.0	1,000	630	185 185(City)	PE all phases
		(16) (23)	(24) (33)		
PROJECT TOTAL	0.0	1,000	630	370	

RECEIVED
COUNTY & CITY SECTION
JAN 28 1972
☐ ENGR. ☐ UPE ☑ COOR. ☑ CE ☐ RE ☐ JE ☐ AE ☐ RPE ☐

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	**ADT**		FUTURE (66) (70) (71) YEA

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74

CARD 4	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (56)	(59) (66)
5					PE ROW CONST Safety		Re-quested Revision	58-B	EHS-T-5017(3)	St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams) "Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Sec."	0.0	48,000
										PROJECT TOTAL	0.0	48,000
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)
										PROJECT TOTAL		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To split project as originally prog
T-5017(2), PE all phases, and Item 58-B, Project E
physical construction maybe programed and obligat
Highway Safety Program", paragraph (a).

DATE OF INITIAL APPROVAL: September 17, 1971	PROGRAM REVISION REQUESTED DATE January 14, 1972	RECOMMENDED DATE
OTHER:	SIGNATURE	SIGNATURE
	~~STATE HIGHWAY~~ ENGINEER Programing	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

						PROJECT NUMBER		I PROJECTS ONLY	
O (8)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24) (26)	DESIG. 27

	COUNTY NAME	CODE 14 16
. SYSTEM	RTE NO.	FEDERAL AID STATE (32) (36) U.S. (37) (41)

TERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (58)	(59) (66)	(67) (76)		
t. intersections in city of ebanon (Oak & 2nd, Park & k, Grant & Williams) Oak St. at 2nd St. & Park ., & Grant St. at Williams (Lebanon) Sec."	0.0	48,000	30,500	8,750(City) 8,750	Inst. Traffic signals
PROJECT TOTAL	0.0	48,000	30,500	17,500	
		(16) (23)	(24) (33)		
PROJECT TOTAL					

RECEIVED
COUNTY & CITY SECTION
JAN 28 1972
☐ ENGR. ☑ COOR. ☐ ☐ ☐ UPE ☑ CE ☐ RE ☐ RPE ☑ UE ☐

EASON FOR CHANGE: To split project as originally programed into two separate projects as Item 58-A, Project -5017(2), PE all phases, and Item 58-B, Project EHS-T-5017(3), Inst. traffic signals, in order that the hysical construction maybe programed and obligated as an "EHS" project under IM 30-5-71, "Emergency ighway Safety Program", paragraph (a).

ON REQUESTED	RECOMMENDED	APPROVED
1972	DATE	DATE JAN 26 1972
	SIGNATURE	SIGNATURE
	TITLE	TITLE Original signed by Glen L. Green Engineering Coordinator

both classes of funds involved.

USCOMM-DC 48903-P61

(MEMORANDUM) **Final Voucher**

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966 U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	D. VOUCHER NO.
VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED *(PPM 30-6)*	VOUCHER NO.
APPROPRIATION 1-26-72	SCHEDULE NO.
THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon	PAID BY
ADDRESS Capitol Building Salem, Oregon	(For use of Paying Office)
STATE Oregon	FEDERAL AID PROJECT NO. T-5017 (2)

VOUCHER PERIOD: FROM 9-17-71 TO 1-26-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$1,965.83	$1,927.44	63.56%	$1,225.08	$950.00	$275.08	

RECEIVED DIVISION OFFICE BY DATE	FIELD AUDIT MADE BY DATE	PASSED FOR PAYMENT BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$275.08

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	OAK ST. AT 2ND AND PARK STS. & GRANT ST. AT WILLIAMS ST.					
	(LEBANON) LINN COUNTY					
	Preliminary Engineering Type Code P.E. Preliminary Engineering					
	Preliminary Engineering	All	Required		$1,927.44	
	Total Preliminary Engineering Cost				$1,927.44	
	Total Participating Cost				$1,927.44	
	Nonparticipating Items					
	Preliminary Engineering	All	Required		$ 6.79	
	Audit Expense	All	Required		51.60	
	Total Nonparticipating Cost				$ 58.39	
	Total Cost				$1,985.83	
	AMOUNT CARRIED FORWARD...					

SUMMARY OF COMPLETED FEDERAL AID WORK

OAK ST. AT 2ND AND PARK STS. & GRANT ST. AT WILLIAMS ST. (LEBANON)

T-5017 (2)

Description	Type Code	Total Cost	F.A. Fund	Total Length
Preliminary Engineering	P.E.	$1,985.83	$1,225.08	0.00 Mile

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5017(3)
Safety

OAK ST. AT 2ND AND PARK STS. & GRANT ST. AT WILLIAMS ST. (LEBANON) SECTION CITY STREETS IN LINN COUNTY

Salem, Oregon, January 19, 1972

P.S. & E. Estimate.

Type Code Y031 (City Streets)

Temporary Protection and Direction of Traffic	All Required	$ 1,000.00
Traffic Signal Installation, Complete	All Required	32,120.00
		$33,120.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$33,320.00
	10% Engr. & Cont.	3,332.00
	Total	$36,652.00

Length of Project - - - - 0.00 mile

Federal Funds	$23,292.00
State Funds	6,680.00
City Funds	6,680.00
Total	$36,652.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

1-14-72

FEDERAL-AID PRO
(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Street intersections in city of Lebanon 21 65	**ADT**	PRESENT *	FUTURE * (66) (70)	YEAR 91 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)

CARD	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Linn	
	NAME OF URBAN AREA 17-31 Lebanon	ROUTE NO. T PS	FEDERAL-AID Various

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams)			
5					**ROW**					
5					**CONST** (CODE) Safety Y031		"Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Section"	0.0	48,000	30,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	48,000	30,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

RE

*See back for present and future ADT.

1-14-72

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT *	FUTURE (66) (70) *	YEAR (71) (72) 91	REGION 10	STATE NAME Oregon	STATE CODE (2) (3) 35	APPN CODE (4) (8) 077	ITEM NO. (14) (18) 58-B

AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) EHS	PL. AUTH YR (74) (76)	PROJECT NUMBER PREFIX LETTER(S) 14 23 EHS-T-	NUMBER 7 5017	SEQ. NO. 13 (3)	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME Linn	CODE (14) (16) 043	PROGRAM STAGE	☐ 1 OR ☒ 2

ROUTE T NO. PS	FEDERAL-AID (32) Various	STATE (36) (37)	U.S. (41)

ESTIMATED PROJECT COST BY PHASES

ILES (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Inst. traffic signals.
0.0	48,000	30,500	8,750	8,750 (City)	ROW - 60' normal; Access control - none; Parking Restrictions - none.
0.0	48,000	30,500	8,750	8,750 (City)	
(16)	(23)	(24) (33)			

REMARKS

*See back for present and future ADT.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

OAK ST. AT 2ND ST. & PARK ST., & GRANT ST. AT WILLIAMS ST. (LEBANON)SECTION
PROJECT No. EHS-T-5017(3)

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. Oak St. and 2nd St.	7,300	16,400
2. Park St. and Oak St.	10,200	15,400
3. Grant St. and Williams St.	7,100	12,400

Existing Facilities: Each intersection as follows:

1. Oak St. (FAS 569) & 2nd St.: Flashing beacon (yellow for Oak & red for 2nd)
   Oak Street: 32' curbed section, 2 lane, 2-way with sidewalks.
   2nd St. - North: 44' curbed section, 2 lane, 2-way with sidewalks.
   South: 32' curbed section, 2 lane, 2-way with sidewalks.
2. Park St. (FAP 37 & US 20) & Oak St.: No traffic control signal.
   Park Street: 44' curbed section, 2 lane, 1-way (N. Bd.) with sidewalks.
   Oak Street: 40' curbed section, 2 lane, 2-way with sidewalks.
3. Grant St. (FAS 212) & Williams St.: Flashing beacon (yellow for Grant & red for Williams)
   Grant St. - West: 32' curbed section, 2 lane, 2-way with sidewalks.
   East: 44' curbed section, 2 lane, 2-way with sidewalks.
   Williams Street: 32' curbed section, 2 lane, 2-way with sidewalks.

Project Data: Install 2-phase pretimed traffic control signals at each of three intersections (Oak and 2nd, Park & Oak, Grant & Williams) and interconnect with existing signal system.

NOTE: The proposed traffic signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the three intersections have experienced a high number of accidents. The proposed traffic signals by controlling flow of traffic will reduce substantially the number of accidents occurring at these intersections.

This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

Additional Right of Way: None required.

System Action: FAP Type II System approved by FHWA June 11, 1971.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right of way is not required.

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PPM 20-8.

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Control of
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paragraph

Date for P

AT WILLIAMS ST. (LEBANON)SECTION
17(3)

nt	Future
0	16,400
0	15,400
0	12,400

r Oak & red for 2nd)
way with sidewalks.
way with sidewalks.
way with sidewalks.
l signal.
way (N. Bd.) with sidewalks.
way with sidewalks.
ellow for Grant & red for

ay with sidewalks.
way with sidewalks.
way with sidewalks.
als at each of three intersections
ect with existing signal system.

afety Improvement Work" because
the three intersections have a
alify under provisions of
ve experienced a high number of
of traffic will reduce
tersections.

71, "Emergency Highway

ne 11, 1971.

Recreation Areas: None involved.

nal right of way is not required.

Clearinghouse Approval: State and District 4 exempt under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Granted by FHWA under memorandum of November 18, 1971.

Environmental Statement: Requirement waived by FHWA (Division) memorandum of Aug. 2, 1971, under the provisions of Section 3f(3) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Date for PR-37: 66% of project is on FA Secondary System.
34% of project is on FA Primary System.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

1-14-72

REQUEST FOR
OF INDIVIDUAL PROJEC
(PPM 21-1 A

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Street intersections in city of Lebanon 65	ADT	7,300 10,200 7,100	FUTURE 16,400 15,400 (66) 12,400 (70)	YE (71) 91	

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) PE & Traffic Signals 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY						
			FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH 74	

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS		COUNTY NAME Linn
	NAME OF URBAN AREA 17-31 Lebanon	F.A. SYSTEM Primary & Secondary	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK		STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
				CL	TYPE							
1	(1415)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST Safety		ITEM AS NOW PROGRAMED	58	T-5017 (2)	St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams) "Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Sec."	0.0 0.0	1,000 48,000
										PROJECT TOTAL	0.0	49,000
5					PE ROW CONST		REQUESTED REVISION	58-A	T-5017(2)	- Same as above -	0.0	1,000 (16)
										PROJECT TOTAL	0.0	1,000

CARD

A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN YES ☐

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

72

ADT	7,300 10,200 7,100	FUTURE 16,400 15,400 (66) 12,400 (70)	YEAR 91 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 077 4 6

ITEM NO. 58 (14) (18)

r MISCELLANEOUS FUNDS ONLY

DA CLASSIF. 9 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	

PROJECT NUMBER

PREFIX LETTER(S) 14 T- 23

NUMBER-AGR. NO. 7 5017 (2) 13

I PROJECTS ONLY

POST MI. MI. (24) (26)

DESIG. 27

COUNTY NAME Linn

CODE 14 043 16

mary & Secondary

RTE NO. T.P.S.

FEDERAL AID Various

STATE (32) (36)

U.S. (37) (41)

ERMINI	MILES	PROJECT COST			CHARACTER OF PROPOSED WORK
		TOTAL COST	FEDERAL FUNDS	STATE FUNDS	
	(54) (58)	(59) (66)	(67) (76)		
ctions in city of ak & 2nd, Park it & Williams)	0.0	1,000	630	185(City) 185	PE all phases; Inst. traffic signals
2nd St. & Park t St. at Williams) Sec."	0.0	48,000	30,500	8,750(City) 8,750	
JECT TOTAL	0.0	49,000	31,130	17,870	
above -	0.0	1,000	630	185 185(City)	PE all phases
		(16) (23)	(24) (33)		
JECT TOTAL	0.0	1,000	630	370	

CHANGE:

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR AP
OF INDIVIDUAL PROJECT P
(PPM 21-1 AND

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66) (70)	YEAR (71) (72)

			FOR MISCELLANEOUS FUNDS ONLY						
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	F - AUTH YR 74 75

CARD 4	CLASS OF FEDERAL FUNDS [1]		COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					**PE** **ROW** **CONST** Safety		Re-quested Revision	58-B	EHS-T-5017(3)	St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams) "Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Sec."	0.0	48,000
										PROJECT TOTAL	0.0	48,000
5					**PE** **ROW** **CONST**		RE-QUESTED REVISION					(16) (23)
										PROJECT TOTAL		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To split project as originally progr T-5017(2), PE all phases, and Item 58-B, Project EH physical construction maybe programed and obligated Highway Safety Program", paragraph (a).

DATE OF INITIAL APPROVAL:
September 17, 1971

OTHER:

PROGRAM REVISION REQUESTED
DATE January 14, 1972
SIGNATURE
~~STATE HIGHWAY~~ ENGINEER
Programing

RECOMMENDED
DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

						PROJECT NUMBER		I PROJECTS ONLY	
TE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME

CODE 14 16

F.A. SYSTEM

RTE NO. | FEDERAL AID | STATE (32) (36) | U.S. (37) (41)

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams) "Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Sec."	0.0	48,000	30,500	8,750(City) 8,750	Inst. Traffic signals
PROJECT TOTAL	0.0	48,000	30,500	17,500	
		(16) (23)	(24) (33)		
PROJECT TOTAL					

REASON FOR CHANGE: To split project as originally programed into two separate projects as Item 58-A, Project T-5017(2), PE all phases, and Item 58-B, Project EHS-T-5017(3), Inst. traffic signals, in order that the physical construction maybe programed and obligated as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a).

EVISION REQUESTED	RECOMMENDED	APPROVED
14, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
ER	TITLE	TITLE

, show both classes of funds involved.

USCOMM-DC 48908-P61

T

December 1, 1971
(date)

RECEIVED
COUNTY & CITY SECTION
DEC 7 1971
☐ ENGR. ☑ [illegible]GR. ☑ GE ☐ AE ☐ UE
☑ UPE ☑ CE R RE ☑ RPE ☐

Mr. Van R. Thome
City Recorder
City Hall
Lebanon, Oregon 97355

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway ----- (T OPICS)

Section Oak Street @ 2nd and Park Streets; Grant Street @ Williams Street ...Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

12-3-1971
(date)

By Zella M. Laswell
Assistant Recorder

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

U. S. DEPARTMENT OF TRANSPORTA • FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	F RAL AID PROJECT NO. 5017(2) STATE PROJECT NO. OAK ST. AT 2ND ST AND AT PARK, GRANT & WILLIAMS (LEBANON)

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON 11-18-71	PROGRAM NO.	COUNTY NAME LINN
	ITEM NO. T-58	PROGRAM STAGE (*Check*) ☐ 1. ☒ 2.

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE 11-18-71	FEDERAL ROUTE NUMBER FAP ROUTE 37 & FAS RAUTES 212 AND 569 STATE ROUTE NUMBER SANTIAM HIGHWAY

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (*Specify*)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

11-19-71
CC: F. L. Hall
R. W. Ellison
F. B. Crandall

DATE 11-18-71	SIGNATURE OF APPROVING OFFICIAL Green	TITLE FOR DIVISION ENGINEER

FORM PR-1240 EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 18, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5017(2)
Oak Street at 2nd & Park Streets
Grant Street at Williams Street
Linn County
City of Lebanon
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Johnson's November 5 letter.

NOTED
R. D. ASBURRY

RECEIVED
NOV 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

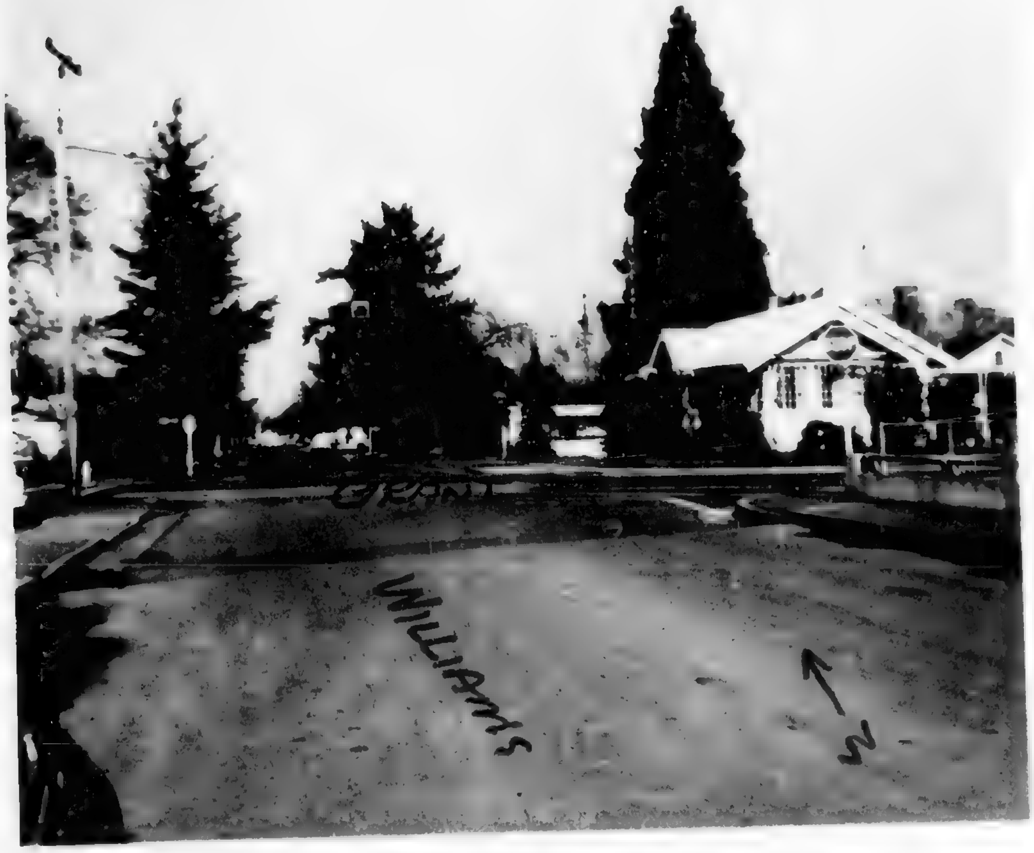
Chase

11-22-71
REFERRED TO
Young - Coy
By Asst. State Hwy. Engr

RECEIVED
NOV 22 1971
PROGRAM & PLANNING
DIVISION

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



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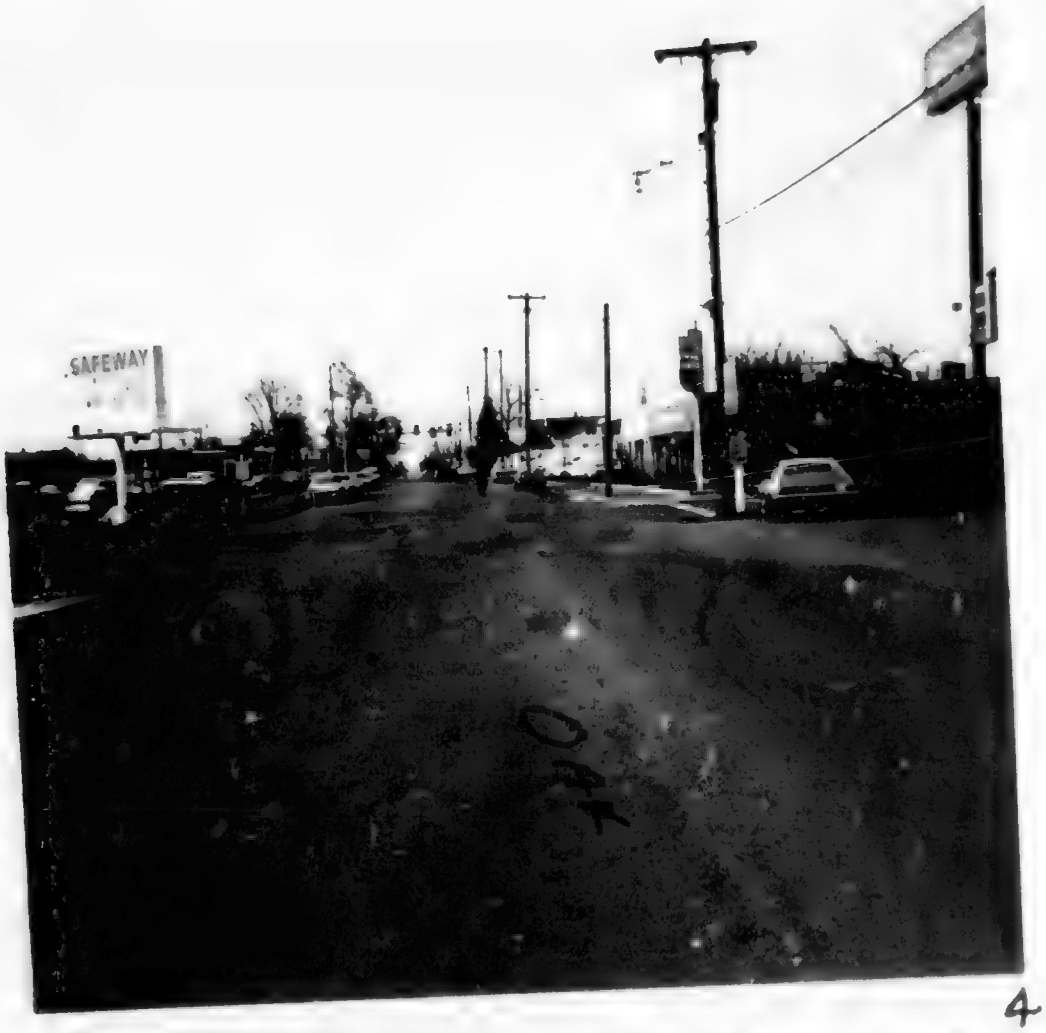
LEBANON
11-15-71



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[redacted]

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LEBANON
11-15-71

6

11-15-71
Lebanon

[illegible]
DEC 1 - 1971
FOR FILM

EHS-T-5211(3)
7703

November 12, 1971

City of Lebanon
City Hall
Lebanon, Oregon 97355

MISC. CONTRACTS and
AGREEMENTS No. 4362

Attention: Van Thome
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement pertaining to Oak Street at Second and Park Streets and Grant Street at Williams Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
Att.
cc H. S. Cox
(agree. att.)

[illegible] T. 5/17/31)
1763

November 5, 1971

EXPRESS

Lebanon, Oregon 97355

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the City of Lebanon, Linn County, Oregon, relative to State's proposed plans for installation of traffic actuated signals within the City of Lebanon. The proposal is approximately as shown on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Thursday, November 11, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice and Map

cc: City of Lebanon
Federal Highway Administration
Program and Planning, 2
Accounting: 5107-608-04
County and City Section
Public Affairs
J. B. Boyd, Region 2 Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary Sund
F. L. Hall
R. N. Chase
F. B. Crandall
B. L. Gifford

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Lebanon and the Oregon State Highway Division are requesting the Federal Highway Administration's location-design approval for a proposed installation of traffic signals at the intersections of Oak Street at 2nd and Park Streets, and Grant Street at Williams Street, within the City of Lebanon, Linn County, Oregon.

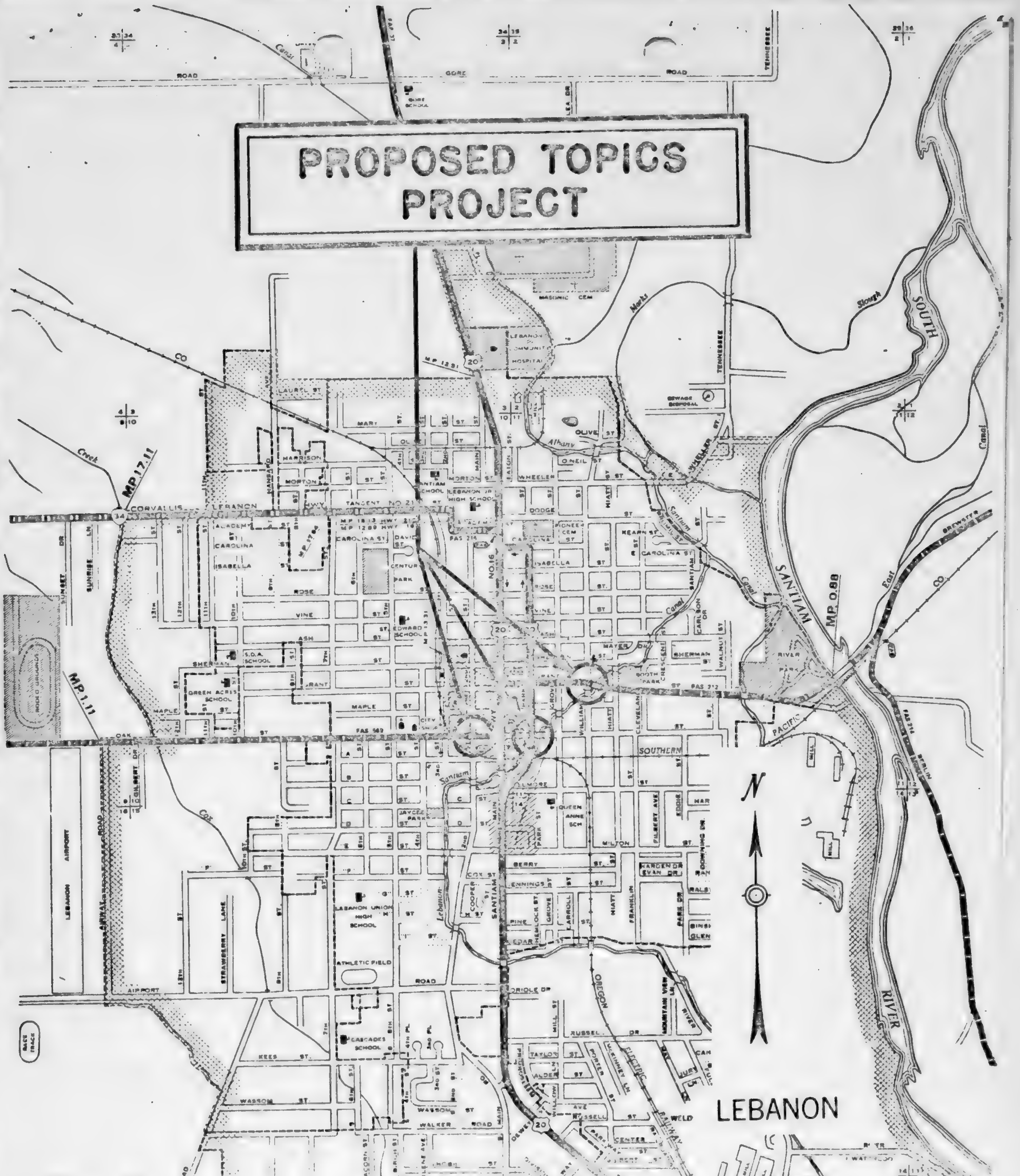
Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
11/5/71

EXPRESS, Lebanon


PROPOSED TOPICS PROJECT
LEBANON
N
GORE ROAD
TENNESSEE
GORE SCHOOL
MASONIC CEM
LEBANON COMMUNITY HOSPITAL
SEWAGE DISPOSAL
SOUTH SANTIAM RIVER
MP 0.88
MP 17.11
MP 1.11
CORVALLIS LEBANON HWY
TANGENT NO. 21
SANTIAM SCHOOL
LEBANON JR. HIGH SCHOOL
CENTURY PARK
PIONEER CEM
ST. EDWARD SCHOOL
S.D.A. SCHOOL
GREEN ACRES SCHOOL
CITY HALL
SOUTHERN PACIFIC
RIVER PARK
SOUTH PARK
QUEEN ANNE SCH
JAYCEE PARK
LEBANON UNION HIGH SCHOOL
ATHLETIC FIELD
LEBANON AIRPORT
AIRPORT ROAD
CASCADES SCHOOL
OREGON ELECTRIC RAILWAY
MILL
Cheadle Lake
DRIVE IN THEATER
MP 14.90
Albany Canal
Santiam Canal
Cox Creek
Oak Creek
Lebanon Santiam Canal
Marks Slough
East Canal
Creek
CO
FAS 214
FAS 212
FAS 563
MAIN
SANTIAM
WHEELER
MARY ST
OLIVE ST
O'NEIL ST
MORTON
HARRISON
LAUREL ST
DODGE
ACADEMY ST
CAROLINA ST
ISABELLA
ROSE
VINE
ASH
SHERMAN
GRANT
MAPLE
OAK
KEARN ST
MAYER DR
CRESCENT
CARLSON DR
WALNUT ST
WILLIAMS
GROVE
HIATT
CLEVELAND
FILLMORE
MILTON
BERRY
COX ST
JENNINGS ST
PINE
CEDAR
HEMLOCK ST
CARROLL ST
FRANKLIN
PARK DR
PALBERT AVE
EDDIE
CUMMINGS LN
HARDEN DR
EVAN DR
RALSTON
BIRDIE
GLEN
ORIOLE DR
RUSSELL DR
MILL ST
MOUNTAIN VIEW LN
TAYLOR ST
ALDER ST
PORTER
McKINNEY LN
WASSOM ST
WALKER ROAD
KEES ST
ROSE DR
WILLOW DR
CEDAR DR
ACORN ST
BIRCH ST
ARLENE AVE
MARKET ST
WELD
CENTER ST
RIVER VIEW
SUNSET DR
SUNRISE LN
STRAWBERRY LANE
GILBERT DR
12TH
11TH
10TH
9TH
7TH
5TH
20
34
RACE TRACK

[illegible]

Public hearing not req.

November 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
Oak St. at 2nd and Park Sts.-
Grant St. at Williams St.
Project T-5017(2)
City of Lebanon
Linn County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The locations are the existing intersections of Oak Street at 2nd and Park Streets and Grant Street at Williams Street.

b. The design consists of two-phase pretimed traffic control signals interconnected with existing signal system.

NOTED
E. B. KLABOE

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City Section Memo of November 1, 1971)

1 copy City of Lebanon "TOPICS Project Request" dated June 15, 1971.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6a of PPM 20-8.

The proposed project is exempt from State and District 4 Clearinghouse reviews under working agreements dated April 28, 1970 and August 7, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Waiver of environmental statement requirements was approved by FHWA Memorandum dated August 2, 1971.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering for final plan preparation, etc., as programmed under the subject Project T-5017(2).

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

RNC:bb
Enclosures

cc: R. L. Porter
Tom Edwards
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

FORM E-90 (REV 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 1, 1971

SUBJECT: Location-Design Approval
TOPICS Project T-5017(2)
Oak St. @ 2nd & Park Streets
and Grant Street @ Williams Street
City of Lebanon

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

Processing for location-design approval for the subject project is requested.

STUDY REPORT

LOCATION: Three street intersections-
Oak Street at 2nd Street
Oak Street at Park Street
Grant Street at Williams Street

DESIGN: Install two-phase pretimed traffic control signals at all three intersections and interconnect with existing signal systems.

Two of these intersections are on a truck route and the third is on a highway couplet. This project is expected to relieve traffic congestion and provide for a safer and more efficient flow of traffic.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Chase

RECEIVED
NOV 2 1971
PROGRAM & PLANNING
DIVISION

SP*12475-734

CITY OF LEBANON
INCORPORATED
1878
OREGON

MAYOR:
LARRY M. CHRISTIANSEN

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WARREN GILL

CITY HALL — LEBANON, OREGON
925 MAIN STREET 97355

COUNCILMEN:
LYLE R. WINTERS
JOE McPHERSON
JOHN F. RICHARD
JOHN SIMI
ROYAL H. COLLINS
ROBERT O. ADAMS

November 5, 1971

RECEIVED
COUNTY & CITY SECTION
NOV 8 - 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE V UE
☑ UPE ☑ CE R RE A RPE ☐

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Bladorn:

Enclosed are the three signed copies of the TOPICS agreement, a copy of Resolution No. 25 authorizing signatures, a copy of Resolution No. 26 re: Relocation assistance and real property acquisition policies act of 1970, Civil Rights Act of 1964 and the anti-kickback act of 1948, and copy of Salvage order and right-of-way information.

We are continuing to study the Lebanon area with the help of Cornell, Howland, Hayes and Merryfield so that, as funds become available, we can continue to up-grade our services in the community. One of our very pressing needs is the replacement of the bridge on East Ash Street.

Very Truly yours,

Zella M. Laswell
(Ms.) Zella M. Laswell
Assistant Recorder

enc:
cc/ Mike Kidby

LEBANON

11-9-71
cc: F. B. CRANDALL
J. B. BOYD
C. G. SWENSON
R. N. CHASE
J. R. SCHULTZ-FHWA

RECEIVED
COUNTY & CITY SECTION

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5017(2)
Project Name: Oak St. @ 2nd & Park St. and Grant St. @ Williams St.

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at City Shop - 4th & W. Oak. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at Lebanon, Oregon, this 2nd day of November, 1971."

CITY OF LEBANON

By

Title Mayor

By

Title City Recorder

---

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

11-9-71
CC: J. B. BOYD
C. G. SWENSON
R. N. CHASE
T. W. LITCHFIELD
J. R. OAKES

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. **T-5017(2)**

Project Name **Oak St. @ 2nd & Park St. and Grant St. @ Williams St.**

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☐ There has been no displacement of persons from residences, farms, or businesses; or

   ☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Lebanon, Oregon,

this 2nd day of November, 19 71.

City of **Lebanon**

Mayor

Recorder

RECEIVED
COUNTY & CITY SECTION
☑ UPE ☐ CE

cc: F. B. Klaboe
F. B. Crandall
F. L. Hall
V. D. Wolfe
L. W. Rulien
J. B. Boyd
J. F. Putnam

SALEM, OREGON
October 28, 1971

TOPICS Projects Schedule Changes

Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. B. L. Gifford

Please make the following changes in the schedule:

December 16, 1971

10. 9th St.-14th St. (Astoria) Section. Move to January 27, 1972.

January 27, 1972

9. Powell Blvd. at Hood Avenue (Gresham) Section. Move to December 16, 1971.

10. Columbia Blvd. at 18th & St. Helens Sts. (St. Helens) Section. Move to February 24, 1972.

11. 2nd St.-3rd St. (McMinnville) Section. Move to February 24, 1972.

12. Oak St. at 2nd & Park Sts. and Grant St. @ Williams St. (Lebanon) Section. Move to February 24, 1971.

March 30, 1972

11. Washburn Way at Shasta Way and Klamath Falls-Malin Hwy. at Main St. (Klamath Falls) Section. Move to January 27, 1972.

11. Oregon St.-11th St. (Klamath Falls) Section of Upham Street. Move to Later.

All of the above changes have the approval of the Traffic Section and Mr. Klaboe.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

☐ ENGR. ☑ COOR. ☐ [illegible] ☐ [illegible] ☑
☑ UPE ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐

Mr. Van R. Thome
City Recorder
City Hall
Lebanon, Oregon 97355

October 28, 1971

Re: TOPICS Project T-5017(2)
Oak Street @ 2nd & Park Streets
and Grant Street @ Williams Street

Dear Mr. Thome,

Enclosed are two copies each of a right-of-way and utilities certificate and a salvage certificate for the subject project.

Please complete the forms and return one copy of each to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Encl.

September 23, 1971

Mr. Van R. Thome
City Recorder
City Hall
Lebanon, Oregon 97355

Re: TOPICS Project T-5017(2)
Oak Street @ 2nd & Park Streets
and Grant Street @ Williams Street

Dear Mr. Thome:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on September 17, 1971. One of our Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
SEP 23 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

TRANSACTION NUMBER 9-52

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S SEPTEMBER 2,

TITLE: PROGRAM & PLANNING ENGINE

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 58 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WOR
58	T-5017(2)	0.0	49,000	31,130	OAK ST. AT 2ND ST. AND AT PARK ST. AND GRANT ST. AT WILLIAMS ST. (LEBANON)	PRELIMINA AND INSTA TRAFFIC S

Young
9-27-71

AY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION AND DESIGN APPROVAL.

NOT
F. B. KLA

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		9-17-71	For R. E. SIMPSON, DIVISION

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any m tion on the part of the Federal Government to provide Federal funds for the undertaking.

Cox

ON NUMBER 9-52

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

D REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 9-17-71
BY (Signature) MR. YOUNG'S SEPTEMBER 2, 1971 LETTER	
TITLE PROGRAM & PLANNING ENGINEER	

S OF FEDERAL FUNDS

☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 58 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	49,000	31,130	OAK ST. AT 2ND ST. AND AT PARK ST. AND GRANT ST. AT WILLIAMS ST. (LEBANON)	PRELIMINARY ENGINEERING AND INSTALLATION OF TRAFFIC SIGNALS.

NOTED
R. D. ASBURRY

Young
1-27-71

RECEIVED

NOTED
TOM EDWARDS

TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY
N AND DESIGN APPROVAL.

NOTED
F. B. KLABOE

RECE
SEP

RECOMMENDED	APPROVED	
E AND TITLE	DATE 9-17-71	FOR SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

ion to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
nment to provide Federal funds for the undertaking.

Cox

GPO 927-954

MONTHLY TRANSACTION NO. 9-52	**FORM PR-1** (REV. 4-61)
DATE SUBMITTED TO W. O. SEP 17 1971	9-1-71

FEDERAL - AID P

(PPM

CARD 2	**REPORT NUMBER** 1 (19) (20)	**PROJECT LOCATION** *(45 typewriter spaces)* 21 Street intersections in city of Lebanon 65	**ADT**	**PRESENT** *	**FUTURE** * (66) (70)	**YEAR** 9 (71)

CARD 3	**CHARACTER OF PROPOSED WORK** *(35 typewriter spaces)* 28 PE & Traffic Signals 62	**NATL. FOREST** (63) (65)	**FH ROUTE NO.** (66) (68)	**SUPV AGCY** (69)	**DA CLASSIF.** (70)	**DA AREA** (71)	**EMERG. YR.** B-2 (72) (73)	**PL. AUT** (74)

CARD 4	**CLASS OF FEDERAL FUNDS** TOPICS	**COUNTY NAME** L
	NAME OF URBAN AREA 17-31 Lebanon	**ROUTE NO.** T PS | **FEDERAL-AI** Vario

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams)	0.0	1,000	630
5					**ROW**					
5	30			3	**CONST** (CODE) Safety Y031	3	"Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Section"	0.0	48,000	30,500

CARD 1	**CODE** 1	**PREPARED BY**	**PROJECT TOTALS**	0.0	49,000	31,130
1	14	**PROGRAM APPROVAL DATES**			(16) (23)	(24)

SEP 17 1971
FHWA OREGON DIVISION

*See back for present and future ADT.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

9-1-71

65	**ADT**	PRESENT *	FUTURE * (68) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)	ITEM NO. 58 (14) (18)

PV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B-2 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) T- 14 23	NUMBER 5017 7	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME: Linn CODE: 043 (14) (16)

ROUTE NO.: T PS FEDERAL-AID: Various (32) STATE: (36) (37) U.S.: (41)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(4) (58)	(59) (66)	(67) (76)			
0.0	1,000	630	185	185 (City)	PE all phases; Inst. traffic signals.
0.0	48,000	30,500	8,750	8,750 (City)	ROW - 60' normal; Access Control - none; Parking Restrictions - none.
0.0	49,000	31,130	8,935	8,935 (City)	
	(16) (23)	(24) (33)			

RECEIVED
COUNTY & CITY SECTION
SEP 20 1971
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ RE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

back for present and future ADT.

REMARKS

Preliminary Engineering:
Field Work - $300
PS&E Prep. - $700

-over-

USCOMM DUSCOMM-DC 48805-P61

OAK ST. AT 2ND ST. & PARK ST., & GRANT ST. AT WILLIAMS ST. (LEBANON) SECTION
PROJECT NO. T-5017( )

ADT: Count is traffic entering intersection.

Intersection	Present	Future
1. Oak St. and 2nd St.	7,300	16,400
2. Park St. and Oak St.	10,200	15,400
3. Grant St. and Williams St.	7,100	12,400

Existing Facilities: Each intersection as follows:

1. Oak St. (FAS 569) & 2nd St.: Flashing beacon (yellow for Oak & red for 2nd)

Oak Street:	32' curbed section, 2 lane, 2-way with sidewalks.
2nd St. - North:	44' curbed section, 2 lane, 2-way with sidewalks.
South:	32' curbed section, 2 lane, 2-way with sidewalks.

2. Park St. (FAP 37 & US 20) & Oak St.: No traffic control signal.

Park Street:	44' curbed section, 2 lane, 1-way (N.Bd.) with sidewalks.
Oak Street:	40' curbed section, 2 lane, 2-way with sidewalks.

3. Grant St. (FAS 212) & Williams St.: Flashing beacon (yellow for Grant & red for Williams)

Grant St. - West:	32' curbed section, 2 lane, 2-way with sidewalks.
East:	44' curbed section, 2 lane, 2-way with sidewalks.
Williams Street:	32' curbed section, 2 lane, 2-way with sidewalks.

Project Data: The proposed work is as follows:
1. All phases of preliminary engineering.
2. Install 2-phase pretimed traffic control signals at each of three intersections (Oak and 2nd, Park & Oak, Grant & Williams) and interconnect with existing signal system.

NOTE: The proposed traffic signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the three intersections have experienced a high number of accidents. The proposed traffic signals by controlling flow of traffic will reduce substantially the number of accidents occurring at these intersections.

Additional Right of Way: None required.

System Action: Tentative FAP Type II System approved by FHWA June 11, 1971.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right of way is not required.

Clearinghouse Approval: State and District 4 exempt under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Statement: Requirement waived by FHWA (Division) memorandum of Aug. 2, 1971, under the provisions of Section 3f(1) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 66% of project is on FA Secondary System.
34% of project is on FA Primary System.

RECEIVED
[illegible]

FOR FILING

SHS-T-5017(3)
7763

September 2, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 58, Project No. T-5017(2), "Oak Street at 2nd Street, and Park Street at Williams Street (Lebanon) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S.& E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 4 Clearinghouse reviews under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public hearings are not required under provisions of paragraph 6c of PPM 20-8.

Environmental statement requirement was waived by FHWA (Division) memorandum dated August 2, 1971 for this project under the provisions of Section 3f(3) of PPM 21-18.

The traffic control signal work to be accomplished under this project qualifies as safety improvement under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Encls.
JG:ia

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W.O.	9-1-71

FEDERAL-AID PRO

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Street intersections in city of Lebanon 21 65	ADT	PRESENT * (66)	FUTURE * (70)	YEAR 91 (71) (72

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE & Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME Linn	
	NAME OF URBAN AREA Lebanon 17-31	ROUTE NO. T PS	FEDERAL-AID Various

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		St. intersections in city of Lebanon (Oak & 2nd, Park & Oak, Grant & Williams)	0.0	1,000	630
5					**ROW**					
5					**CONST** (CODE) Safety Y031		"Oak St. at 2nd St. & Park St., & Grant St. at Williams St. (Lebanon) Section"	0.0	48,000	30,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	49,000	31,130
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33

*See back for present and future ADT.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-1-71

anon

ADT PRESENT: * FUTURE: * YEAR: 91

REGION: 08

STATE NAME: Oregon

STATE CODE: 35

APPN CODE: 077

ITEM NO.: 58

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.:

PL. AUTH YR:

PROJECT NUMBER — PREFIX LETTER(S): T- NUMBER: 5017 SEQ. NO.: (2)

T. Projects Only — POST MI.: DESIG.:

COUNTY NAME: Linn CODE: 043

ROUTE NO.: T PS FEDERAL-AID: Various STATE: U.S.:

PROGRAM STAGE ☐ 1 OR ☒ 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
in Oak,	0.0	1,000	630	185	185 (City)	PE all phases; Inst. traffic signals.
& St.						
	0.0	48,000	30,500	8,750	8,750 (City)	ROW - 60' normal; Access Control - none; Parking Restrictions - none.
CT S	0.0	49,000	31,130	8,935	8,935 (City)	

*See back for present and future ADT.

REMARKS

Preliminary Engineering:
Field Work - $300
PS&E Prep. - $700

-over-

USCOMM DUSCOMM-DC 48905-P61

OAK ST. AT 2ND ST. & PARK ST., & GRANT ST. AT WILLIAMS ST. (LEBANON) SECTION
PROJECT NO. T-5017( )

ADT: Count is traffic entering intersection.

	Intersection	Present	Future
1.	Oak St. and 2nd St.	7,300	16,400
2.	Park St. and Oak St.	10,200	15,400
3.	Grant St. and Williams St.	7,100	12,400

Existing Facilities: Each intersection as follows:

1. Oak St. (FAS 569) & 2nd St.: Flashing beacon (yellow for Oak & red for 2nd)
   - Oak Street: 32' curbed section, 2 lane, 2-way with sidewalks.
   - 2nd St. - North: 44' curbed section, 2 lane, 2-way with sidewalks.
   - South: 32' curbed section, 2 lane, 2-way with sidewalks.
2. Park St. (FAP 37 & US 20) & Oak St.: No traffic control signal.
   - Park Street: 44' curbed section, 2 lane, 1-way (N.Bd.) with sidewalks.
   - Oak Street: 40' curbed section, 2 lane, 2-way with sidewalks.
3. Grant St. (FAS 212) & Williams St.: Flashing beacon (yellow for Grant & red for Williams)
   - Grant St. - West: 32' curbed section, 2 lane, 2-way with sidewalks.
   - East: 44' curbed section, 2 lane, 2-way with sidewalks.
   - Williams Street: 32' curbed section, 2 lane, 2-way with sidewalks.

Project Data: The proposed work is as follows:
1. All phases of preliminary engineering.
2. Install 2-phase pretimed traffic control signals at each of three intersections (Oak and 2nd, Park & Oak, Grant & Williams) and interconnect with existing signal system.

NOTE: The proposed traffic signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the three intersections have experienced a high number of accidents. The proposed traffic signals by controlling flow of traffic will reduce substantially the number of accidents occurring at these intersections.

Additional Right of Way: None required.

System Action: Tentative FAP Type II System approved by FHWA June 11, 1971.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right of way is not required.

Clearinghouse Approval: State and District 4 exempt under working agreements dated April 28, 1970 and August 7, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Statement: Requirement waived by FHWA (Division) memorandum of Aug. 2, 1971, under the provisions of Section 3f(1) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right of way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 66% of project is on FA Secondary System.
34% of project is on FA Primary System.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: August 12, 1971

CITY: Lebanon

SECTION: Oak St. @ 2nd St. & Park St. and Grant St. @ Williams St.

PROPOSED WORK: Install traffic signals.

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	48,000	28,800	9,600	9,600	
P.E.	1,000	600	200	200	

FIELD 300 P.S.& E. Preparation 700

EXISTING FACILITIES:

Oak St. - 32' to 40' curb to curb, 2-lane, 2-way, sidewalks
2nd St. - 32'S to 44'N, curb to curb, 2-lane, 2-way, sidewalks
Park St. - 44' curb to curb, 2-lane, 1-way northbound, sidewalks
Grant St. - 32'W to 44'E curb to curb, 2-lane, 2-way, sidewalks
Williams St. - 32' curb to curb, 2-lane, 2-way, sidewalks

PROJECT DATA:

Install 2-phase pretimed traffic control signals and interconnect with existing signals.

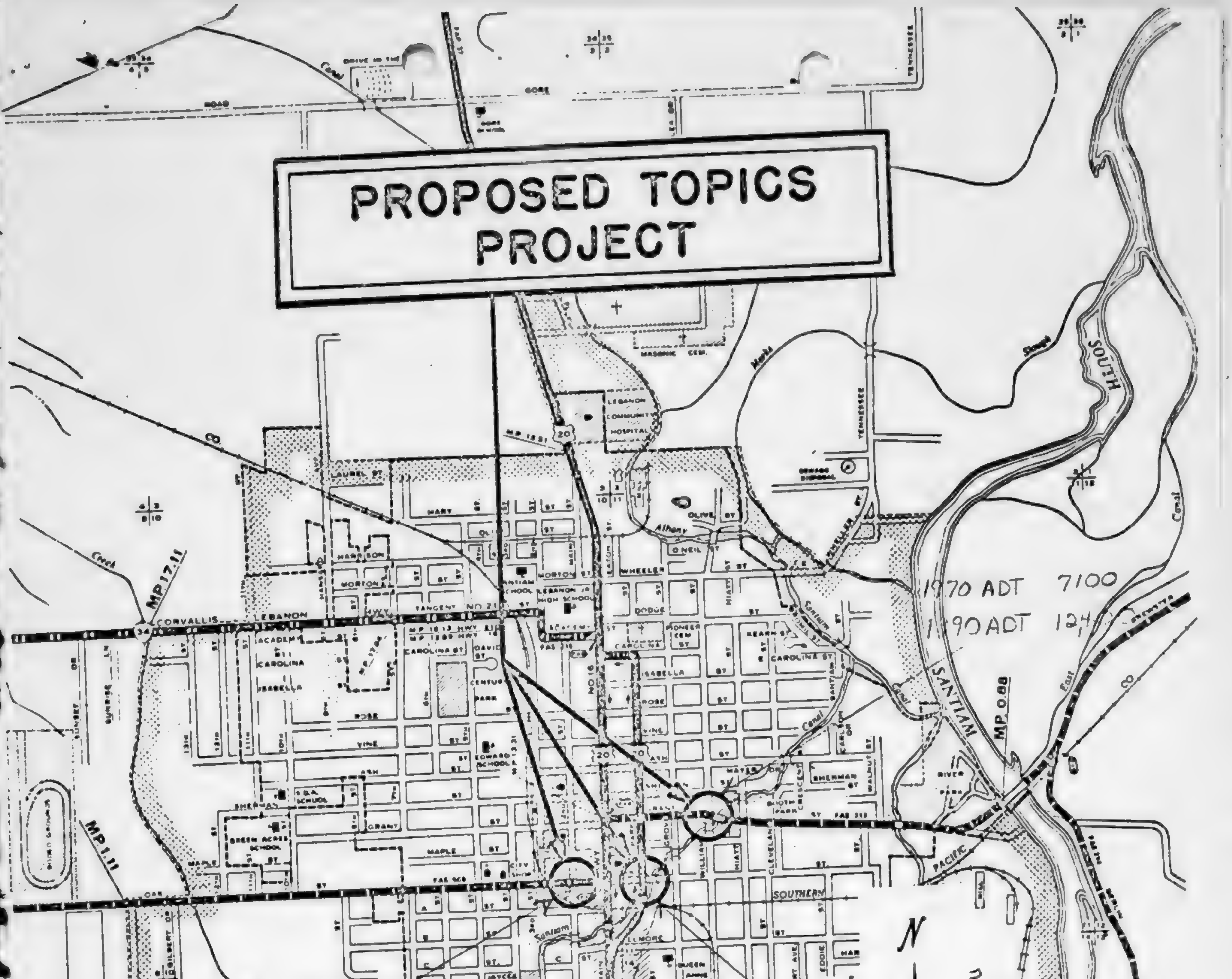
ENVIRONMENTAL STATEMENT: Waived by FHWA August 2, 1971
PROJECT NO.: T-5017( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by FHWA June 11, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAS 569 (Oak St.), FAS 212 (Grant St.), FAP 37 (Park St.)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 4 CLEARINGHOUSE APPROVAL: Exempted August 7, 1970
HEARING: None
ACCESS CONTROL: None
PARKING RESTRICTIONS: No change

ADT: See attached map

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71
RB:lat

PROPOSED TOPICS PROJECT



T.

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Oak St. @ Second & Park Streets and Grant Street @ Williams Street (Lebanon)

Date August 5

Highway Santiam

Authorization No. 1

County Linn Region 2

Survey Prefix 22-0603 (Assigned by Salem)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
SEP 21 1971
☐ ENGR. ☑ COOR. ☑ [illegible] ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

Purpose of survey: TOPICS PROJECT
Prepare plans, estimates, and specifications for installation of traffic signals interconnected with existing system.

Estimate of cost:

Traffic (911)	$ 1,500
Specifications (921)	150
Final Design (905)	100

T-50111

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,750
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
Traffic Office Engineer ~~Field Engineer~~

Recommended for Approval:
Traffic Control Engineer ~~Division Engineer~~

Recommended for Approval:
Operations Engineer

Approved:
Ass't State Highway Engineer

SP*52449-

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT
Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 2, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5017(-)
Oak St. at 2nd St. and Park St. and Grout St. at Williams St. - Lebanon
Environmental Statement Requirements

Mr. Bladorn's July 21, 1971 letter requested waiver of environmental statement requirements for the subject project under section 3f(3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible and therefore we approve the waiver of environmental statement requirements.

ASSIGNED TO

NOTED
R. D. ASBURRY

RECEIVED
AUG 4 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

8-5-71

NOTED
E. B. [illegible]

NOTED
TOM EDWARDS

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

✓ ✓ A ✓
☑ R ☒

Mr. Van R. Thome
City Recorder
City Hall
Lebanon, Oregon 97355

July 27, 1971

Dear Mr. Thome:

The State Highway Commission today approved your request for a TOPICS project to install traffic signals at three intersections in Lebanon. Attached for your information is a summary of this project.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

cc: ~~F. B. Crandall~~ L.H. Young

CITY OF LEBANON
Proposed TOPICS Project

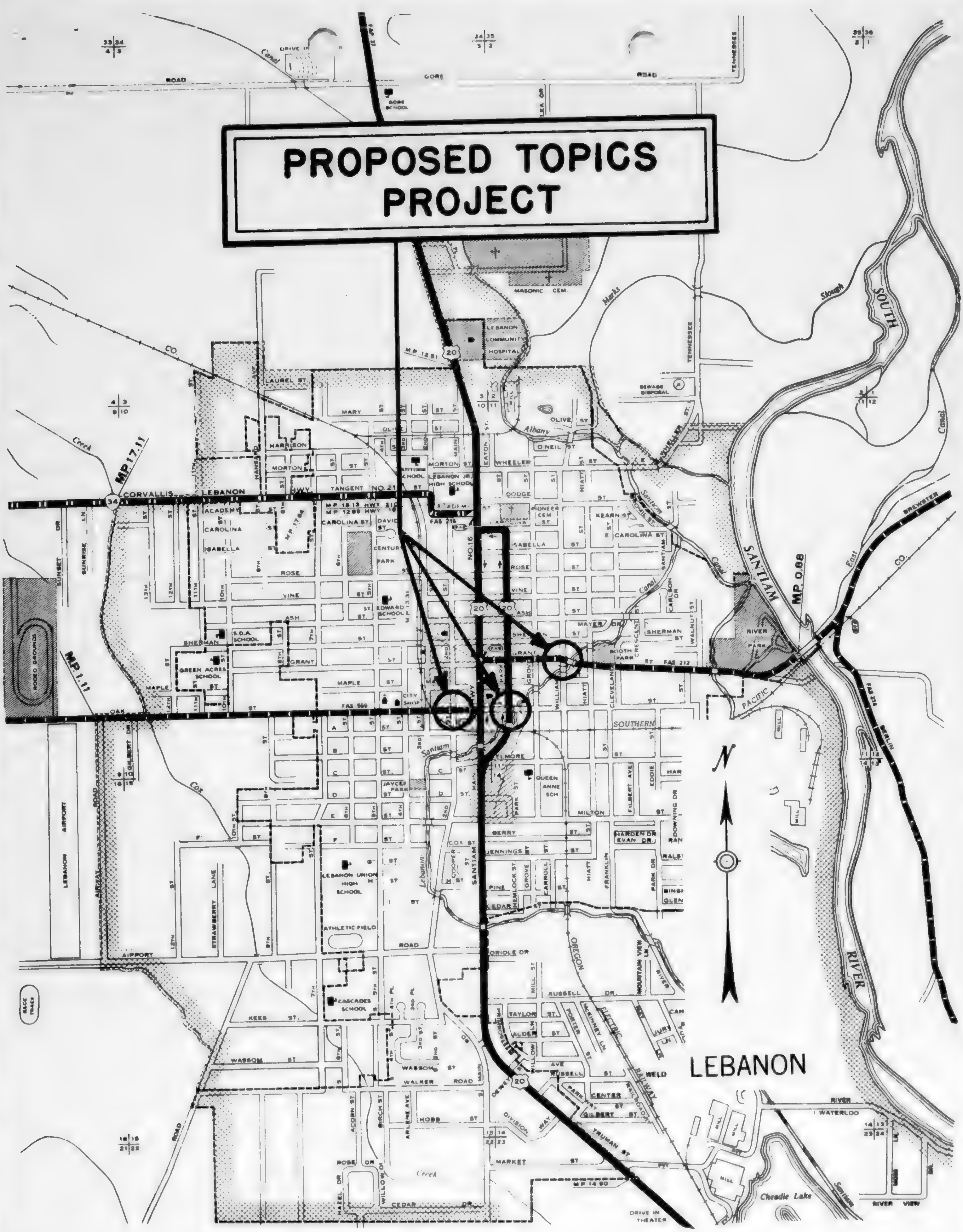
Oak Street (FAS 569) @ 2nd Street (FAP Type II) and Park Street (FAP 37) and Grant Street (FAS 212) @ Williams Street (FAP Type II) (Lebanon) Section. Traffic signals, $49,000.

Install 2-phase pretimed traffic control signals and interconnect with existing traffic signal system.

A public hearing will not be required.

71-e
7/15/71

PROPOSED TOPICS PROJECT



LEBANON:

1.	**SECOND & OAK.** 2 phase pretimed signal interconnected.	$16,000
2.	**GRANT & WILLIAMS ST.** 2 phase pretimed signal interconnected.	$16,000
3.	**PARK & OAK** 2 phase pretimed signal interconnected	$16,000
		$48,000
	P.E (TR.)	1,000
		$49,000

RECEIVED
FOR FILING

STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • July 21, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: ~~TOPICS~~ Project T-5017( )
Oak St. @ 2nd St. & Park St.
and Grant St. @ Williams St.
City of Lebanon

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project consists of the installation of traffic control signals at three intersections including interconnection with existing signal system.

All work will be accomplished within the existing right-of-way. There will be no changes in access or parking and no trees will be involved.

The project is very minor in nature and will have little social, economic or environmental impact on the area.

Very truly yours,

R. L. Porter
State Highway Engineer

By

RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

cc: R. L. Porter
F. B. Klaboe
L. H. Young

Form E-123

☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑
☑ HPE ☑ CE ☑ R RE ☑ RPE ☐

July 20, 1971

Mr. Van R. Thome
City Recorder
City Hall
Lebanon, Oregon 97355

Dear Van:

The City of Lebanon's TOPICS request for three traffic signals will be submitted to the Highway Commission for approval at its July 27, 1971 meeting. The estimated cost for these three signals is $49,000.

The City's TOPICS request for replacement of a bridge on Ash Street will not be considered by the Highway Commission at this time because it is doubtful that this project would receive Federal Highway Administration approval as a high priority TOPICS project.

Very truly yours,

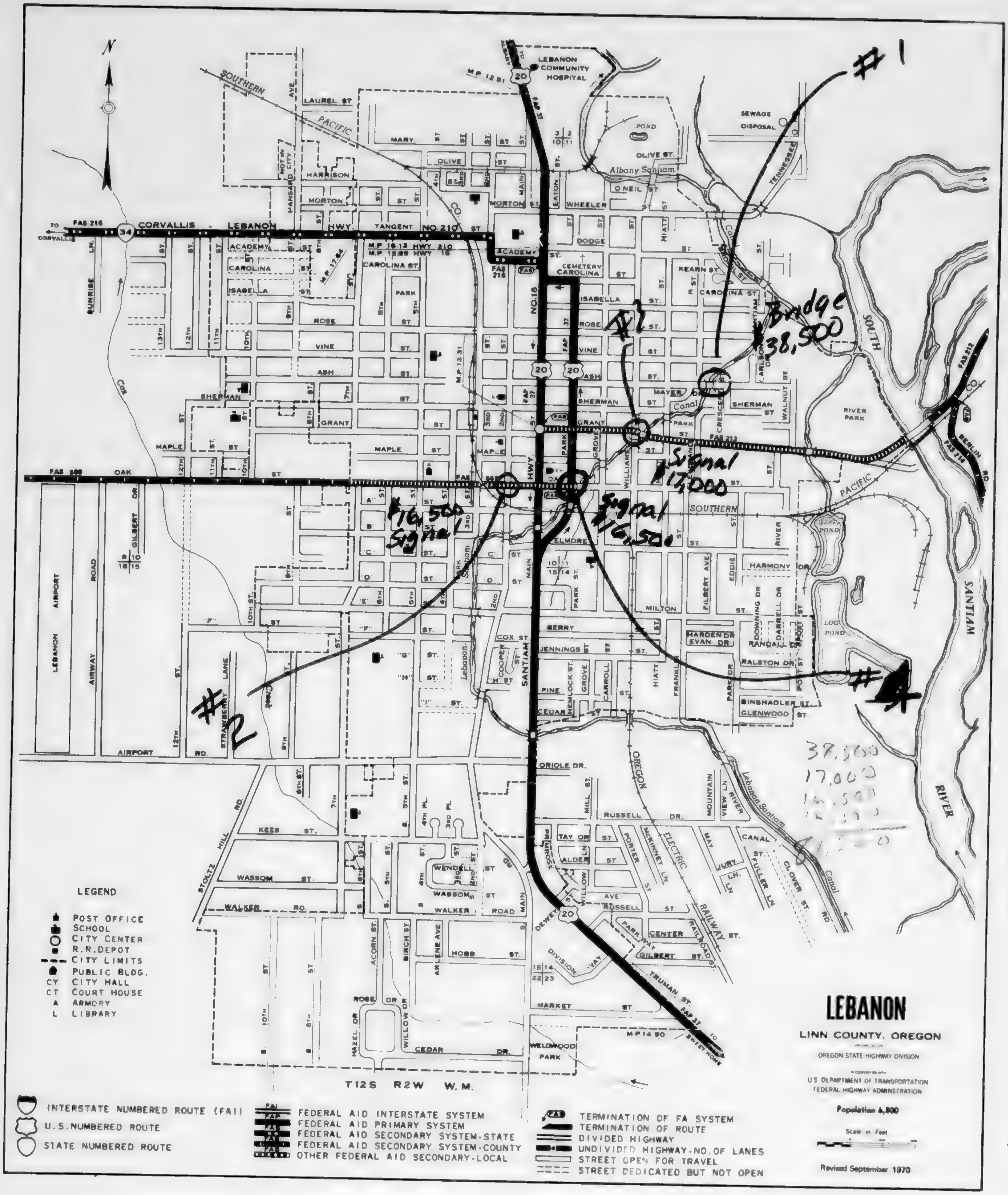
H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer

~~bc F. B. Klaboe~~

RHB:lat
bc F. B. Klaboe



#1

Bridge
38,500

#3

Signal
#17,000

#16,500
Signal

Signal
#16,500

#2

#4

38,500
17,000
16,500
16,500
[illegible]

LEBANON

LINN COUNTY, OREGON

OREGON STATE HIGHWAY DIVISION

U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

Population 6,800

Revised September 1970

A RESOLUTION CONCERNING "TOPICS") RESOLUTION NO. 14
PROJECTS.) for 1971

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF LEBANON AS FOLLOWS:

That the City of Lebanon hereby requests the Oregon State Highway Department and the Federal Highway Administration to approve the following City of Lebanon projects, under the "TOPICS" Program:

1. Ash Street Bridge
2. Traffic Control lights at the following intersections:
    (a) Second Street and Oak Street
    (b) Grant Street and Williams Street
    (c) Park Street and Oak Street.

Passed by the Council and approved by the Mayor this 6th day of July, 1971.

Mayor

ATTEST:

Recorder

T.

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1971

To: H. S. Cox
County & City Engineer

BUILDING

Attention: Dick Unrein

SUBJECT: TOPICS Project Requests
City of Lebanon

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Returned herewith are complete request forms for four TOPICS projects in the City of Lebanon.

The first request is for the construction of a bridge on Ash Street between Hiatt and Crescent Streets. Although this is a worthy project, it is doubted very much that this would be eligible for TOPICS funds. This would be a matter for determination by the Federal Highway Administration.

Also proposed is the installation of pre-timed traffic signals at the intersection of Second and Oak, Grant and Williams, and Park and Oak Streets. The traffic data indicate that all of these installations are warranted. It is noted in the application that the City does not propose that these signals be interconnected by coordination. It is recommended that all three of the installations be interconnected with the present traffic signal system in the City of Lebanon. The estimates are sufficiently high to care for this extra work.

L. E. George
L. E. George
Operations Engineer

VPJ:pb

SP*52475-734

1878

MAYOR:
LARRY M. CHRISTIANSEN

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WARREN GILL

CITY HALL — LEBANON, OREGON
925 MAIN STREET 97355

COUNCILMEN:
LYLE R. WINTERS
JOE McPHERSON
JOHN F. RICHARD
JOHN SIMI
ROYAL H. COLLINS
ROBERT O. ADAMS

June 25, 1971

RECEIVED
COUNTY & CITY SECTION
JUN 29 1971
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. Richard Unrein
County and City Div.
Traffic Engineering
Oregon State Highway
Salem, Oregon

Dear Mr. Unrein:

Recently we forwarded to you (4) four proposals for TOPICS projects. The priority requested by the city is as follows:

1. Bridge on Ash Street over Lebanon Santiam Canal
2. Traffic signal installation at Second and Oak St.
3. Traffic signal installation at Grant and Williams St.
4. Traffic signal installation at Park and Oak Streets.

We hope that these priorities will meet with the State Highway department and the Federal Highway Adminstration.

Very truly yours,

Van R Thome

Van R. Thome
City Recorder

7-8-71
Reviewed with Glen Hosner - [illegible]
Traffic signals are OK [illegible] funding.
Ash St Bridge [illegible] not [illegible]
approved at this time.
[illegible]

VRT:la

LEBANON — Where Industry and Agriculture Meet

MAYOR:
LARRY M. CHRISTIANSEN

RECORDER-TREASURER:
VAN R. THOME

CITY ATTORNEY:
WARREN GILL

1878

CITY HALL — LEBANON, OREGON
925 MAIN STREET 97355

COUNCILMEN:
LYLE R. WINTERS
JOE McPHERSON
JOHN F. RICHARD
JOHN SIMI
ROYAL H. COLLINS
ROBERT O. ADAMS

June 18, 1971

RECEIVED
COUNTY & CITY SECTION
JUN 21 1971
☑ ENGR. ☑ COOR. ☐ SE ☐ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

Mr. Richard Unrein
Urban Engineer
County and City Section
405 State Highway Building
Salem, Oregon

Dear Sir:

Subject: Applications for TOPICS Project

The City of Lebanon is submitting herewith TOPICS project applications in accordance with the provisions of Paragraph 8b of FHWA PPM 21-18. These are high priority projects on roadways that are included in our recently submitted tentative Type II system. It is anticipated that these proposed improvements will be high on the project priority list that will develop from our area-wide TOPICS plan study.

The engineering firm of CH2M/HILL is contracted to undertake Lebanon's area-wide TOPICS plan. They will develop any additional engineering data for justifying this project in the early stages of their study.

The Resolution requesting the enclosed TOPICS project will be passed at the July 6 regular meeting of the Common Council. A copy will be immediately forwarded to your office.

Respectfully submitted,

Van R Thome
Van R. Thome
City Recorder

Enc:
VRT:la

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date June 15, 1971

Name of City LEBANON

Major Street Name Park Street

Section Name At Intersection With Oak Street

Location of Project (Attach sketch map) Length 0

On Which System? Primary I X Primary II ____ or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? ______ Date PLAN approved: ____________________; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? ______

Explain Park Street is FAP Type I
Oak Street is FAS

General description of proposed project: Traffic Signal Installation

RECEIVED
COUNTY & CITY SECTION
JUN 21 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Park Street and Oak Street

2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______________________________

3. Number of Phases:
   a. Two __X__
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? __No__ Remarks: ______

   If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm __X__
   b. Span Wire ______
   c. Signal Bridge ______

6. Paint Color Desired: Black Signal Head-Grey (Silver) Mast Arm

7. Present Signalization: None

8. Other Remarks: Park Street is two lane, one way; Oak Street is two lane, two way. Restricted sight distance towards the south for eastbound vehicles on Oak Street. See Footnotes for traffic data.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______

2. Type: a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes: OSHD Traffic Data for 1970 shows: ADT (Park Street) = 7,700 vpd ADT (Oak Street) = 3,000 vpd.

The approximate average hourly volumes during an 8-hour period would be:
Park Street 7,700 x 60% ÷ 8 = 580 vph
Oak Street 3,000 x 1/2 x 60% ÷ 8 = 110 vph
Signalization is justified under Warrant No. 1 of OMVTCD (500 x 70% = 350 vph required on major street and 150 x 70% = 105 vph required on minor street)

4. Luminaire Wattage:
   a. 175 ______ d. 700 ______
   b. 250 ______ e. 1000 ______
   c. 400 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______ c. 45 ft. ______
   b. 40 ft. ______ d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______ c. 480 ______
    b. 240 ______ d. Series ______

11. Type of Wiring: a. Overhead ______
    b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ______________________________
____
____

2. Desired Work: ______________________________
____
____

3. Typical Cross Section: ______________________________
____
____

4. Curbs? ______ If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) ______________
   b. Exposure ______________ inches
   c. Width between curbs ______________ ft.
   d. Desired curb radius ______________ ft.

5. Surfacing: A.C.______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______________
____
____

7. Traffic Control Signing:
   a. By City at City Expense?________
   b. By State at City Expense?________
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense?_______
   b. By State at City Expense? _______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ft.
   b. Width ______ft.
   c. Type ______
   d. Location: ______________________________
   ____

Footnotes:

T-1-69
(rev. 12-70)

IV. STRUCTURE DATA:

1. Location: ____
____
____

2. Desired Work: ____
____
____

3. Name of Structure: ____

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _______ Width? _____ft. Location __________
____

7. Is a particular type of structure and design desired? __________
Explain: ____
____
____

8. Can street be closed during construction? ______________

9. Detour:
   a. Required? _______
   b. By City? _______
   c. By Contractor? _______

10. Approaches or Connections:
   a. By City? _______
   b. By Contractor? _______
   c. Traveled surface: Type __________
      Width __________ ft.
   d. Shoulders: Type __________
      Width __________ ft.

11. Existing Structure:
   a. Remain in Place? _______
   b. Use for Detour? _______
   c. Removed by City? _______
   d. Removed by Contractor? _______
   e. Salvaged by Contractor for City? _______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________________________
    a. By City? _______
    b. By Contractor? _______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _______ Size: ____________
       Owner: ______________________________
    b. Sanitary Sewer Mains: _______ Size: ____________
       Owner: ______________________________
    c. Storm Sewer: _______ Size: ____________
       Owner: ______________________________
    d. Gas Mains: _______ Size: ____________
       Owner: ______________________________
    e. Power Lines: _______
       Owner: ______________________________
    f. Telephone Lines: _______
       Owner: ______________________________
    g. Other Utilities: ______________________________
       ____

14. Does City wish provisions made for future utility attachment to structure? _______ Explain: ______________________________
    ____

15. Does City wish lightpost bases and conduit installed? ____________

16. Are there any unusual or complicating conditions? ____________
    Explain: ______________________________
    ____

17. Describe Existing Structure: ______________________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60' on Both Streets ft.
   a. Maximum: ____ ft.
   b. Minimum: ____ ft.

2. Will additional right-of-way be needed? No Explain: ____

3. Shall State prepare right-of-way descriptions? N/A

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ____

8. Are utilities on existing right-of-way by? Permit ____ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ____, and dates between which water can be turned off:
   From ____ To ____ Location: ____

10. Are there any railroad crossings? No Location: ____

Footnotes:

a. Name of Railroad ______

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ______ Distance ____ft.
(2.) (Direction) ______ Distance ____ft.

d. Number of Trains: (1) Passenger ______ Speed ______mph
(2) Freight ______ Speed ______mph

e. Angle of Intersection: ______

f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______

g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______

h. Proposed Type Crossing and Protection: ______

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 39,000 1970-71
(Federal + State + City)
2. Estimated Cost of Requested Project $ 16,500
3. Date Match Money is Available: 7-1-71
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ N/A

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Tentative Type II System submitted to State 7 May 1971. A consultant has been hired to develop the area-wide TOPICS plan.

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** Traffic volumes warrant signalization. Restricted sight distance as noted in Section 18. Three (3) reported accidents in 1970.

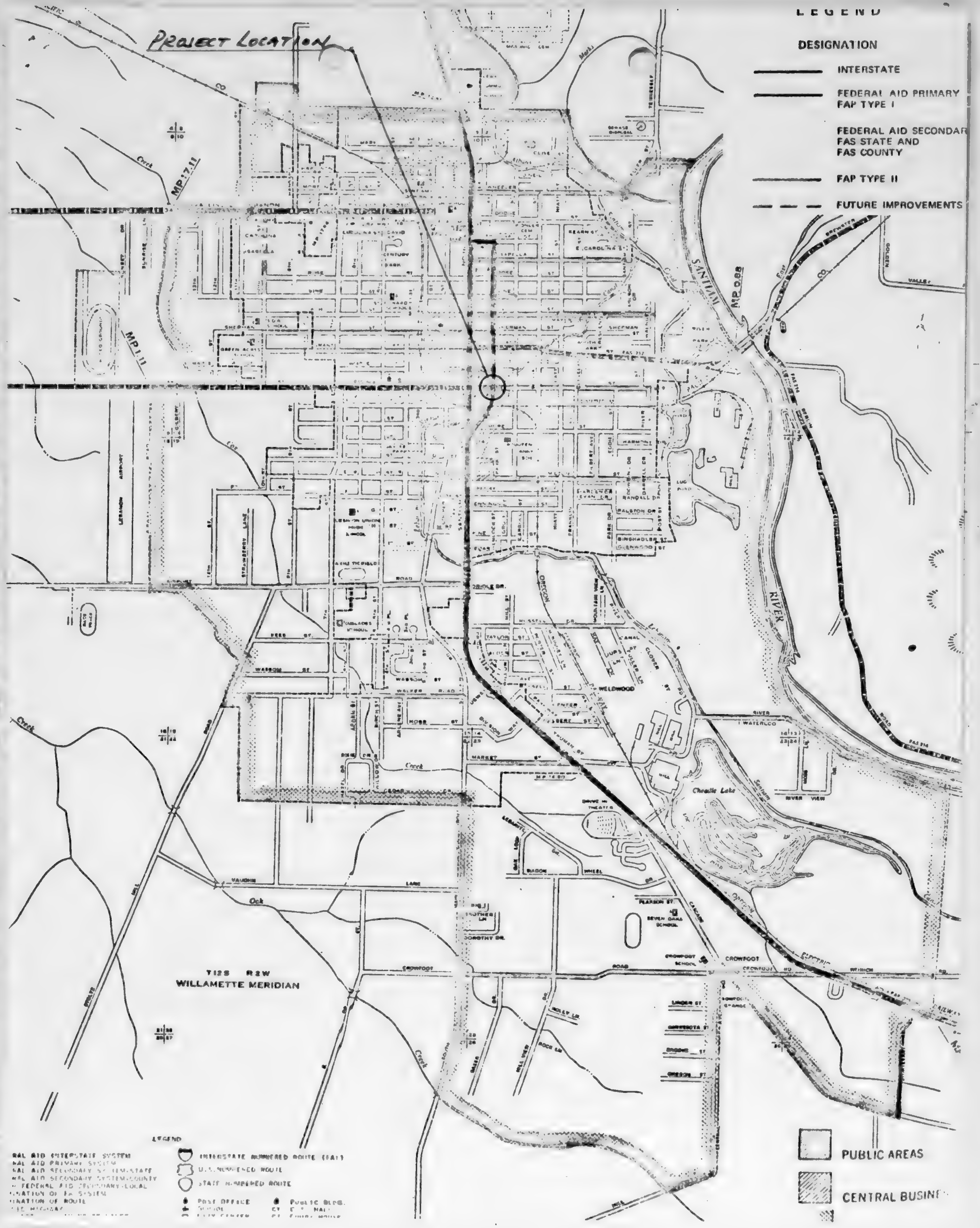
3. **This Project Would Accomplish the Following:** To relieve conditions noted in 2.

This application is not complete unless a sketch map showing the location of the project is attached.

The ____________________ City Council on the __________ day of ____________________, 19_____, adopted Resolution No. ________ or Ordinance No. _________, as the case may be, requesting this TOPICS project.

By Vern R. Thomz Admin Asst

By ________________________________


PROJECT LOCATION
LEGEND
DESIGNATION
INTERSTATE
FEDERAL AID PRIMARY FAP TYPE I
FEDERAL AID SECONDAR FAS STATE AND FAS COUNTY
FAP TYPE II
FUTURE IMPROVEMENTS
MP 17.11
MP 1.11
MP 0.88
SANTIAM
RIVER
Creek
SHERMAN ST
HARMONY
CENTURY PARK
LEBANON UNION HIGH SCHOOL
LEBANON AIRPORT
STRAWBERRY LANE
OREGON
WELDWOOD
WATERLOO
RIVER VIEW
Cheadle Lake
DRIVE IN THEATER
MARKET ST
WALKER ROAD
VAUGHN LANE
PEARSON ST
SEVEN OAKS SCHOOL
DOROTHY DR
CROWFOOT ROAD
CROWFOOT SCHOOL
HOLLY LN
T12S R2W
WILLAMETTE MERIDIAN
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
PUBLIC BLDG.
CITY HALL
PUBLIC AREAS
CENTRAL BUSIN

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date June 15, 1971

Name of City LEBANON

Major Street Name ~~Oak~~ Street

Section Name At Intersection with 2nd Street

Location of Project (Attach sketch map) Length 0

On Which System? Primary I _____ Primary II X or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? _____ Date PLAN approved: _____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? _____

Explain Oak Street is FAS
2nd Street will be FAP Type II

General description of proposed project: Traffic Signal Installation

RECEIVED
COUNTY & CITY SECTION
JUN 21 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Oak Street and 2nd Street

2. Type: a. Traffic Control X
    1. Pretimed X
    2. Traffic-actuated
        (a.) Full traffic-actuated _____
        (b.) Semi-traffic-actuated _____
        (c.) Volume density-actuated _____
        (d.) Pedestrian actuated _____
    b. Flashing Beacon _____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution
d. Drawbridge
e. Lane-direction
f. Other

3. Number of Phases:
   a. Two X
   b. Three
   c. Multiple

4. Is interconnection for coordination necessary? No Remarks:

If so, by cable or leased telephone line?

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire
   c. Signal Bridge

6. Paint Color Desired: Black Signal Head-Grey (Silver) Mast Arm.

7. Present Signalization: Flashing Beacon, Yellow Indication on Oak Street and Red Indication on 2nd Street.

8. Other Remarks: Both Streets are two lane, two way with curbs and sidewalks. See Footnotes for traffic data.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location:

2. Type:
   a. Mercury Vapor
   b. Fluorescent
   c. High-pressure Sodium
   d. Incandescent

3. Luminaire Distribution Type and Classification:
   a. I
   b. II
   c. III
   d. IV
   e. V

Footnotes: Two-day traffic count of this intersection (June 9,10&11, 1971) yielded the following average hourly approach volumes during the period 1,000 hrs to 1,800 hrs. Oak Street = 400 vph (both Appr.), 2nd Street = 198 vph (one Appr.). Signalization is justified under Warrant No. 1 of OMVTCD (500 x 70% = 350 vph required on major street and 150 x 70% = 105 required on minor street.)

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ____

____

____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ______________________________
____
____

2. Desired Work: ______________________________
____
____

3. Typical Cross Section: ______________________________
____
____

4. Curbs? ______ If so,
   a. Type Desired: (Standard, monolithic, rolled, or special) ______________
   b. Exposure ______________ inches
   c. Width between curbs ______________ ft.
   d. Desired curb radius ______________ ft.

5. Surfacing: A.C. ______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______________________________
____
____

7. Traffic Control Signing:
   a. By City at City Expense? ______
   b. By State at City Expense? ______
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? ______
   b. By State at City Expense? ______
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length ______ ft.
   b. Width ______ ft.
   c. Type ______
   d. Location: ______________________________
   ____

Footnotes:

IV. STRUCTURE DATA:

1. Location: ____
____
____

2. Desired Work: ____
____
____

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location __________
____

7. Is a particular type of structure and design desired? __________
Explain: ______________________________________
____
____

8. Can street be closed during construction? ______________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
   a. By City? ______
   b. By Contractor? ______
   c. Traveled surface: Type __________
      Width ________ ft.
   d. Shoulders: Type ____________
      Width ____________ ft.

11. Existing Structure:
   a. Remain in Place? ______
   b. Use for Detour? ______
   c. Removed by City? ______
   d. Removed by Contractor? ______
   e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________________
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: __________
       Owner: ____________________
    b. Sanitary Sewer Mains: ______ Size: __________
       Owner: ____________________
    c. Storm Sewer: ______ Size: __________
       Owner: ____________________
    d. Gas Mains: ______ Size: __________
       Owner: ____________________
    e. Power Lines: ______
       Owner: ____________________
    f. Telephone Lines: ______
       Owner: ____________________
    g. Other Utilities: ____________________
       ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ____________________
    ____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
    Explain: ____________________
    ____

17. Describe Existing Structure: ____________________
    ____
    ____
    ____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60' on Both Streets ft.
   a. Maximum: ______ ft.
   b. Minimum: ______ ft.

2. Will additional right-of-way be needed? No Explain: ____________

3. Shall State prepare right-of-way descriptions? N/A

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ____________

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ____________

8. Are utilities on existing right-of-way by? Permit ____________ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner ____________, and dates between which water can be turned off:
   From ____________ To ____________ Location: ____________

10. Are there any railroad crossings? No Location: Railroad crossings one block south and one block west of intersection.

Footnotes:

a. Name of Railroad ____________________
b. Number of tracks: Mainline _____ Siding _____ Total _____
c. Sight Distance (1.) (Direction) ________ Distance ______ft.
(2.) (Direction) ________ Distance ______ft.
d. Number of Trains: (1) Passenger ________ Speed ________mph
(2) Freight ________ Speed ________mph
e. Angle of Intersection: ____________________
f. Type of Existing Crossing: (1.) Grade __________
(2.) Overcrossing __________
(3.) Undercrossing __________
g. Existing Protection: (1.) Advance warning signs __________
(2.) Automatic flasher __________
(3.) Automatic bell __________
(4.) Gates __________
(5.) Stop signs __________
(6.) Crossbucks __________
(7.) Other __________
h. Proposed Type Crossing and Protection: __________
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? _______
(1.) Does City wish State to prepare P.U.C. hearing data? _______
(2.) Will P.U.C. application be made by? State _______ City _______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 39,000 1970-71
(Federal + State + City)
2. Estimated Cost of Requested Project $ 16,500
3. Date Match Money is Available: 7-1-71
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ N/A

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Tentative Type II System submitted to the State 7 May 1971. The City has hired a consultant to prepare the area-wide TOPICS plan.

2. Existing Conditions Necessitating This Proposed TOPICS Project: Traffic volumes warrant signalization. Intersection is on truck route. Five (5) reported accidents in 1970; all involved vehicles entering at an angle.

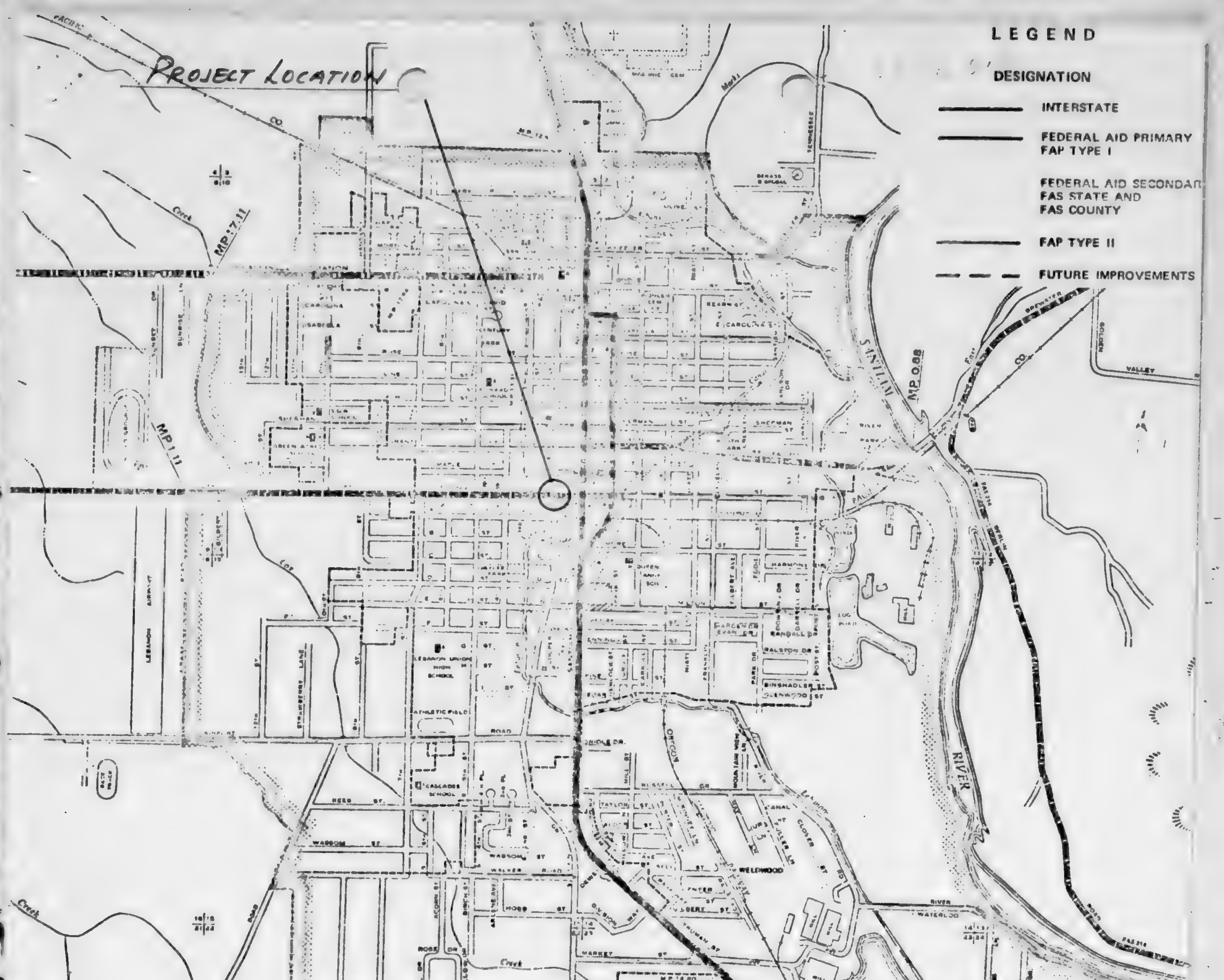
3. This Project Would Accomplish the Following: Relieve conditions noted in 2.

This application is not complete unless a sketch map showing the location of the project is attached.

The ____________________ City Council on the __________ day of ________________, 19_____, adopted Resolution No. ________ or Ordinance No. _________, as the case may be, requesting this TOPICS project.

By Admin. Asst.

By ______________________________


PROJECT LOCATION
LEGEND
DESIGNATION
INTERSTATE
FEDERAL AID PRIMARY FAP TYPE I
FEDERAL AID SECONDAR FAS STATE AND FAS COUNTY
FAP TYPE II
FUTURE IMPROVEMENTS
SANTIAM
RIVER
MP 0.88
MP 17.11
MP 1.11
VALLEY
Cheadle Lake
LEBANON UNION HIGH SCHOOL
ATHLETIC FIELD
CASCADES SCHOOL
WELDWOOD
DRIVE IN THEATER
SEVEN OAKS SCHOOL
CROWFOOT
CROWFOOT SCHOOL
CROWFOOT ROAD
VAUGHAN LANE
WAGON WHEEL DR
DOROTHY DR.
T12S R2W
WILLAMETTE MERIDIAN
LINDEN ST
BROOKS ST
OREGON ST
Creek
Oak
PUBLIC AREAS
CENTRAL BUSINI
LEGEND
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
PUBLIC BLDG.
CITY HALL

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date June 15, 1971

Name of City LEBANON

Major Street Name Grant Street

Section Name At Intersection With Williams Street

Location of Project (Attach sketch map) Length 0

On Which System? Primary I ____ Primary II X or Secondary X

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? ____ Date PLAN approved: ____; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? X (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? ____

Explain Grant Street is FAS County
Williams Street will be FAP Type II

General description of proposed project: Traffic Signal Installation.

RECEIVED
COUNTY & CITY SECTION
JUN 21 1971

Complete Applicable Sections: ☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE ☐ UPE ☐ CE ☑ RE ☐ RPE ☐

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Grant Street and Williams Street

2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated
      (a.) Full traffic-actuated ____
      (b.) Semi-traffic-actuated ____
      (c.) Volume density-actuated ____
      (d.) Pedestrian actuated ____

   b. Flashing Beacon ____

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
   a. Two X
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ______
______
______
If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire ______
   c. Signal Bridge ______

6. Paint Color Desired: Black Signal Head - Grey(Silver) Mast Arm.

7. Present Signalization: Flashing Beacon - Red Indication on Williams Street; Yellow Indication on Grant Street.

8. Other Remarks: Restricted sight distance towards the east for southbound traffic on Williams Street. Both streets are two lane, two way with curbs and sidewalks. See Footnotes for Traffic data.

II. ILLUMINATION DATA: **(Linear illumination can only be approved for those sections which have a significant number of night accidents.)**

1. **Proposed Location:** ______
______
______

2. **Type:**
   a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. **Luminaire Distribution Type and Classification:**
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes: Two-day traffic count of this intersection (June 9,10,&11, 1971) yielded the following average hourly approach volumes during the 8-hour period 1,000 hrs to 1,800 hrs. Grant Street = 485 vph (both Appr.), Williams Street = 100 vph (one Appr). Signalization is virtually justified under Warrant No. 1 of OMVTCD (500 x 70% = 350 vph required on Major Street and 150 x 70% = 105 vph required on Minor Street.)

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ____
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ______________________________

2. Desired Work: ______________________________

3. Typical Cross Section: ______________________________

4. Curbs? ______ If so,
   - a. Type Desired: (Standard, monolithic, rolled, or special) ______________
   - b. Exposure ______________ inches
   - c. Width between curbs ______________ ft.
   - d. Desired curb radius ______________ ft.

5. Surfacing: A.C. ______ P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: ______________________________

7. Traffic Control Signing:
   - a. By City at City Expense? ______
   - b. By State at City Expense? ______

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense? ______
   - b. By State at City Expense? ______

   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ______ ft.
   - b. Width ______ ft.
   - c. Type ______
   - d. Location: ______________________________

Footnotes:

IV. STRUCTURE DATA:

1. Location: ______________________________

2. Desired Work: ______________________________

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ____________

5. Desired Roadway Width of Structure: ____________ ft.
   (NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ________

7. Is a particular type of structure and design desired? ________
   Explain: ______________________________

8. Can street be closed during construction? ____________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
    a. By City? ______
    b. By Contractor? ______
    c. Traveled surface: Type ________
       Width ________ ft.
    d. Shoulders: Type ________
       Width ________ ft.

11. Existing Structure:
    a. Remain in Place? ______
    b. Use for Detour? ______
    c. Removed by City? ______
    d. Removed by Contractor? ______
    e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______________________
   a. By City? ______
   b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
   a. Water Mains: ______ Size: __________
      Owner: ______________________________
   b. Sanitary Sewer Mains: ______ Size: __________
      Owner: ______________________________
   c. Storm Sewer: ______ Size: __________
      Owner: ______________________________
   d. Gas Mains: ______ Size: __________
      Owner: ______________________________
   e. Power Lines: ______
      Owner: ______________________________
   f. Telephone Lines: ______
      Owner: ______________________________
   g. Other Utilities: ______________________________
      ____

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______________________________
____

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
Explain: ______________________________
____

17. Describe Existing Structure: ______________________________
____
____
____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60' on Both Streets ft.
   a. Maximum: _______ ft.
   b. Minimum: _______ ft.

2. Will additional right-of-way be needed? No Explain: See Footnotes

3. Shall State prepare right-of-way descriptions? N/A

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _______

8. Are utilities on existing right-of-way by? Permit _______ or Franchise Yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? _______ Name of Owner No See Footnotes., and dates between which water can be turned off:
   From _______ To _______ Location: _______

10. Are there any railroad crossings? No Location: _______

Footnotes: City owns additional R/W at SW corner of intersection. Curb radius will be increased along with future Grant Street widening to better accomodate turning movements.

Lebanon-Santiam Canal passes through SE quadrant of intersection.

a. Name of Railroad ______

b. Number of tracks: Mainline ______ Siding ______ Total ______

c. Sight Distance (1.) (Direction) ______ Distance ______ ft.
(2.) (Direction) ______ Distance ______ ft.

d. Number of Trains: (1) Passenger ______ Speed ______ mph
(2) Freight ______ Speed ______ mph

e. Angle of Intersection: ______

f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______

g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______

h. Proposed Type Crossing and Protection: ______

i. Are there to be stopping lanes for buses and trucks? ______

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 39,000 1970-71
(Federal + State + City)
2. Estimated Cost of Requested Project $ 17,000
3. Date Match Money is Available: 7-1-71
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ N/A

Footnotes:

T-1-69
(rev. 12-70)

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Tentative Type II System submitted to State 7 May 1971. City has a contract with a consultant to prepare the area-wide TOPICS plan.

2. Existing Conditions Necessitating This Proposed TOPICS Project: Traffic volumes warrant signalization. Intersection is on Truck Route. Restricted sight distance as noted in Section I8. Two (2) reported accidents in 1970.

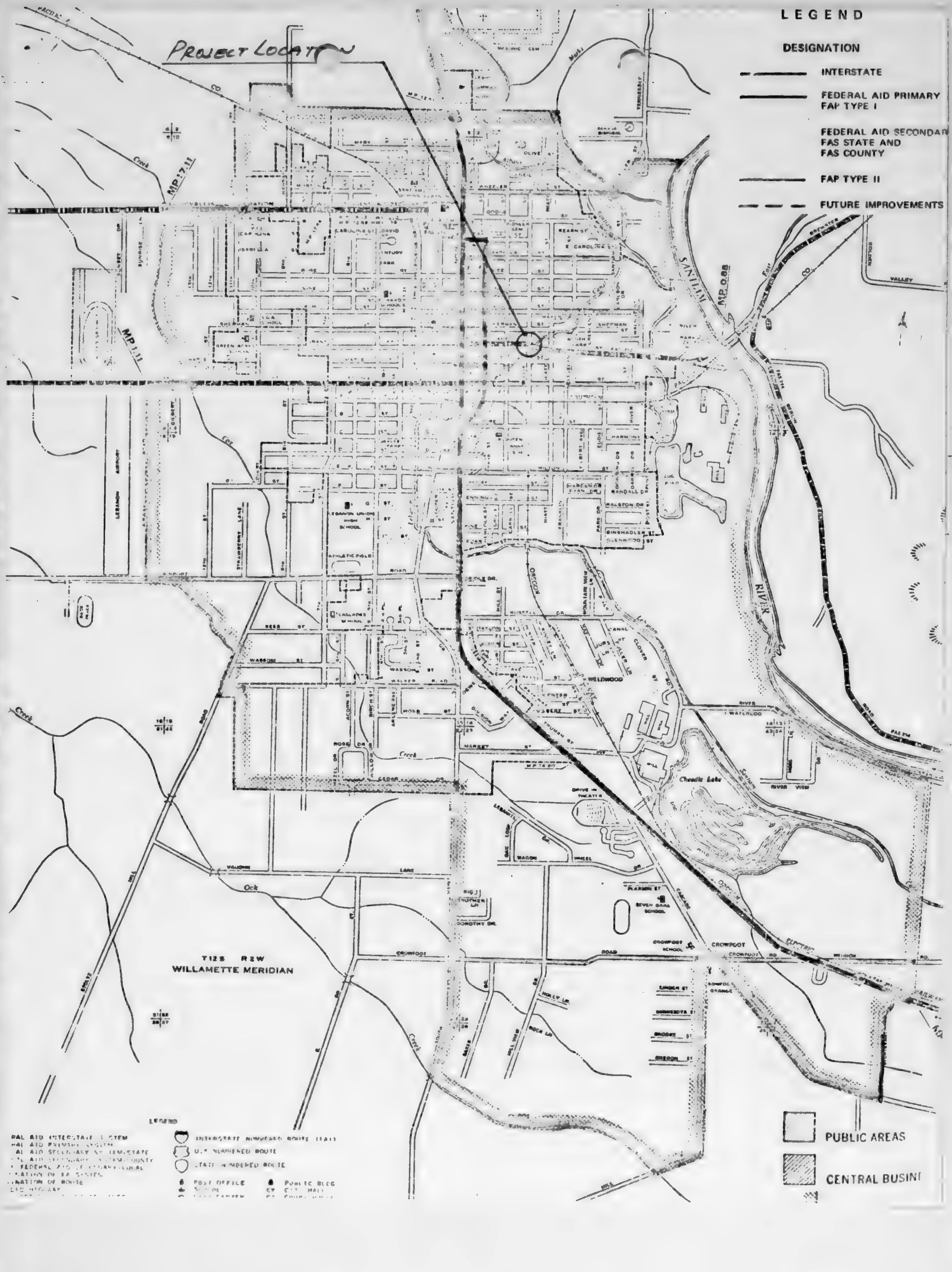
3. This Project Would Accomplish the Following: Relieve conditions noted in 2.

This application is not complete unless a sketch map showing the location of the project is attached.

The ____________ City Council on the ________ day of ____________, 19____, adopted Resolution No. ________ or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By Van R. Howe Admin Asst

By ______________________________

PROJECT LOCATION
LEGEND
DESIGNATION
INTERSTATE
FEDERAL AID PRIMARY FAP TYPE I
FEDERAL AID SECONDAR FAS STATE AND FAS COUNTY
FAP TYPE II
FUTURE IMPROVEMENTS
SANTIAM RIVER
MP 0.88
MP 17.11
MP 1.11
LEBANON AIRPORT
LEBANON UNION HIGH SCHOOL
ATHLETIC FIELD
Cheadle Lake
DRIVE IN THEATER
SEVEN OAKS SCHOOL
CROWFOOT SCHOOL
CROWFOOT ROAD
WALKER ROAD
WASSON ST
MARKET ST
CEDAR DR
OREGON
WELDWOOD
T 12 S R 2 W
WILLAMETTE MERIDIAN
Creek
PUBLIC AREAS
CENTRAL BUSIN
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
FEDERAL AID URBAN-LOCAL
LOCATION OF FA SYSTEM
DESIGNATION OF ROUTE
STATE HIGHWAY
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
PUBLIC BLDG
CITY HALL
COURT HOUSE

EHS-T-5025(19) Portland City-Wide Traf. 1972
Signals (Unit B) on various streets
#77C4 at 8 intersec. (Traffic signals

CYA 4365

Preliminary Corresp.
30 City-Wide Traffic
Signals.

Sec: Comm
Fed Aid
General
Topics
Portland
'75

7704

OREGON STATE
HIGHWAY DIVISION

FORM A-180 (REV 1-73)

HIGHWAY DIVISION INVOICE

NO. 115[illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
7-26-74	cc 1420		26-0609-299

CODE: PORTLCP

City of Portland
City Hall
Portland, Oregon 97204
Attn: Mr. Robert E. Rector
State Highway Coordinator

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING: TOPICS Project EHS-T-5025 (19) Citywide Traffic Signals, Unit "B" City of Portland Covered by agreement dated 11/16/71 Contract #7704			
Advance Deposit		15,218.00	
Amount previously transferred		10,218.00	5,000.00
City costs per attached sheet		15,899.43	
Less amount previously transferred		10,218.00	5,681.43
BALANCE DUE FROM CITY			$ 681.43

RECEIVED
COUNTY & CITY SECTION
JUL 26 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*53423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
City Hall
Portland, Oregon 97204

Attention of Mr. Robert E. Rector
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) cc 1420

Date July 19, 1974

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project EHS-T-5025(19)
Citywide Traffic Signals, Unit "B"
City of Portland

Covered by agreement dated 11/16/71
Contract #7704

Itemized Statement:

CLR-DT FILE #502519 ADVANCE DEPOSIT $15,218

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	15,218.00	
		Amount previously transferred	10,218.00	
				5,000.00
		City costs per attached sheet	15,899.43	
		Less amount previously transferred	10,218.00	5,681.43
		BALANCE DUE FROM CITY		$ 681.43

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,218.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 10,218.00

Give the number of the last previous request in connection with this same service. cc-1336

Credit distribution: 26-0609-299

Submitted by: GEZ
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 19, 1974

CITY PORTLAND **Contract No.** 7704 **Date Completed** 8/18/72

PROJECT # EHS-T-5025 (19) **Section** City-wide Traffic Signals, Unit "B"

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$67,002.80
SFO #1 Work by City of Portland	13,025.02
Construction Engineering	6,834.40
Utility Audit Expense	107.52
TOTAL PROJECT COST	$86,969.74
Federal Aid funds collected	55,~~7~~252.29
BALANCE	$31,717.45
Item in which FHWA did not participate:	
Construction Engineering	81.41
Amount to be shared by City & State	$31,636.04
City share per agreement dated 11/16/71:	
50% of $31,636.04	$15,818.02
100% of non-participating item	81.41
	$15,899.43
City's advance deposit - 3/8/72	$15,218.00
BALANCE DUE FROM CITY	$ 681.43

Reference: **Billing Form** cc-142D

[illegible] F. A. Projects

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
S-17-102(1)	7546	S17-102-2	Jump off Joe Cr.–Louse Cr. Interch.	[illegible]	5-20-
I-5-2(22)68	P.E.	[illegible]	Canyonville–Jump off Joe C.	601,192.43	5-20-
I-80N-3(16)91	P.E.	[illegible]	The Dalles–Celilo Section	251,951.22	5-20-
I-80N-7(4)304	P.E.	[illegible]	South Baker Jct.–Nelson Section	250,[illegible]	5-20-
F-ST-5022(3)	7685	4-0603	N. 4th St.–14th St (Astoria)	49,728.01	5-20-7
FHS-T-5022(4)	7707	9-0604	Mill St. at Portland Ave. (Bend)	15,604.69	5-20-
FHS-T-5015(3)	7702	19-0603	[illegible]	34,916.65	5-20-
T-5001(1)	P.E.	15-0601	[illegible]	8,192.43	5-20-
T-5025(2)	7551	26-0606	Burnside St. (Portland) Channelization	46,836.14	5-20-
T-5025(3)	7507	3-0601	[illegible] State St. (Lake Oswego)	48,953.32	5-20-
T-5033(2)	7655	34-0602	S.W. Allen Blvd at [illegible] Avenue (Beaverton)	41,299.97	5-20-
T-5035(1)	7648	3-0603	S.E. McLoughlin Blvd at S.E. [illegible] Ave. (Milwaukie)	17,998.79	5-20-
FHS-T-5025(16)	7675	26-0606	E. Burnside Blvd at Hood Ave (Gresham)	8,741.09	5-20-7
FHS-T-5025(19)	7704	26-0609	Portland City wide Traffic Signal (unit B)	55,252.29	5-20-7
FHS-T-5021(3)	7700	5-0603	Columbia Blvd at 6th St. & St. Helens St. (St. Helens)	23,504.42	5-20-7

RECEIVED
COUNTY & CITY SECTION
JUN 12 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ F.E ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

ED BY
R GENERAL,
2, 1966

(MEMORANDUM)

U.S. DEPARTMENT OF TRANSPORT N
FEDERAL HIGHWAY ADMINISTRAT

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

Final Voucher

D.O. VOUCHER NO. PORTLAND

VOUCHER NO.

SCHEDULE NO.

PAID BY

(For use of Paying Office)

APPROPRIATION

THE UNITED STATES, DR., TC *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building, Salem, Oregon

STATE
Oregon

FEDERAL AID PROJECT NO.
S-5025(13)

VOUCHER PERIOD: FROM [illegible]-2-73 TO 5-4-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$96,969.74	$86,353.33	62.39%	$55,252.20	$55,252.20	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon
$0.00

V.E. Skoog, Fiscal Officer, OR[illegible]

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT B)					
	MULTNOMAH COUNTY					
	Construction					
	Type Code Y031					
	Traffic Signals (City Streets)					
	Final Contract Payment Summary		Lump Sum		$67,002.80	
SFO	#1 Work by City of Portland		All Required		13,025.02	
	Total Construction Cost				$80,027.82	
	Construction Engineering					
	State		All Required		$ 6,752.99	
	Miscellaneous Project Costs					
	Utility Audit Expense		All Required		$ 107.52	
	Total Participating Cost				$86,888.33	
	Nonparticipating Items					
	Construction Engineering		All Required		$81.41	
	Total Nonparticipating Cost				$81.41	
	Total Cost				$86,969.74	
	AMOUNT CARRIED FORWARD......					

Summary of Completed Federal Aid Work

Portland City Wide Traffic Signals (Unit B)

T-5025 (19)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals	Y031	$86,969.74	$55,252.29	0.00 Mile

5

7704

STATE COPY

MONTHLY TRANSACTION NUMBER 7-37	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
MODIFICATION NUMBER 1	(PPM 21-7) 7-20-73	PROJECT NUMBER EHS-T-5025(19)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on March 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 73,100	$ 89,490
Federal Funds	$ 46,454	$ 56,870
Other revisions		

This modification is made for the following reasons:

to include authorized work by the City of Portland

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

for By ____________________
G. L. Green (Division Engineer)

Oregon State Highway Division

Federal-Aid Project
No. EHS-T-5025(19) Safety

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT B)

CITY STREETS (PORTLAND) MULTNOMAH COUNTY

Salem, Oregon, July 11, 1973

Revised Project Agreement Estimate

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required	$ 1,600.00
Traffic Signal Installation, Complete	All Required	63,855.00
		$ 65,455.00
Flagging (60% of Contractor's cost)	All Required	1,000.00
SF01 Work by City of Portland (Channelization)	All Required	14,900.00
		$ 15,900.00
	Subtotal	$ 81,355.00
	10% Engr. & Cont.	8,135.00
	Total	$ 89,490.00

Length of Project - - - 0.0 mile

Federal Funds	$ 56,870.00
State Funds	16,310.00
City Funds	16,310.00
Total	$ 89,490.00

Group 1 - 100%

Contract No. 7704

Prefix: 26-0609

1704

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 3-63	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	E Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* [illegible]	COUNTY Multnomah PROJECT NO. EHS-T-5025(19) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Street Intersections in City of Portland

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	2-2-72	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 73,100.00	$ 46,454.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ____________________
____
(Title)
By ____________________
____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)

For: R. E. Simpson
Date executed by Division Engineer MAR 17 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on May 4, 1971.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5025(19)Safety

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT B)

CITY STREETS (PORTLAND) MULTNOMAH COUNTY

Salem, Oregon, March 13, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required	$ 1,600.00
Traffic Signal Installation, Complete	All Required	63,855.00
		$65,455.00
Flagging (60% of Contractors Cost	All Required	$ 1,000.00
	Subtotal	$66,455.00
	10% Engr. & Cont.	6,645.00
	Total	$73,100.00

Length of Project - - - - - - - 0.00 mile

Federal Funds	$46,454.00
State Funds	13,323.00
City Funds-	13,323.00
Total-	$73,100.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%

Contract No. 7704

Prefix 26-0609

7704

June 4, 1972

Federal Insurance Company
1400 Plaza 600
6th and Stewart St.
Seattle, Washington 98101

Gentlemen:

A post-final payment for $1,098.30 will be made to Christenson Electric, Inc., on Contract No. 7704 for the Portland City-Wide Traffic Signals Project (Unit A) in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $67,002.80 including the post-final payment. Of the total $449.50 is for force account.

Very truly yours,

C. B. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Christenson Electric, Inc.
11 N. E. Sumner St.
Portland, Oregon 97211

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Robert Bothman

5

OREGON STATE
HIGHWAY DIVISION

7704

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 29, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5025(19)

SUBJECT Request Change Order Approval

Contract 7704, Price Agreement Order No. 1

Project Portland City-Wide Traffic Signals (Unit B)

Highway Various City Streets

County Multnomah

The Agreement covers settlement of a claim by the contractor for additional compensation for furnishing three strain poles that were designated "SCP" on the project plans. This agreement constitutes final settlement of all claims due to the unclear "SCP" (Steel City Owned Poles) designation on both Units A and B.

Attached are copies of letters from the Construction Administration Engineer and the Assistant Metropolitan Engineer along with the justification of costs.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on May 23, 1973. The Contractor purchased the poles in March of 1972.

Your approval retroactive to March, 1972 is requested.

Attach.

JK:pr

7704

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads cst

REGION NO. 10	REPORT NO. 7	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-2-73	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. T-5025(19)
COMPLETION DATE 8-18-72	ACCEPTANCE DATE BY CONTRACT AGENCY 11-16-72	TIME ELAPSED 76 %	CONTRACT TIME 200 cal. days
APPROVED EXTENSIONS None	LOCATION 8 intersections in the City of Portland.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAY 04 1973
REGIONAL OFFICE

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT B
Traffic Signal Installation

The work completed under this project provided for the installation of traffic signals at eight intersections in the City of Portland. All intersections are on the Type II System. The project also provided for minor curb adjustments, pavement markings, drainage, etc. performed by City forces.

All physical work was satisfactorily completed in conformance with the approved plans and specifications on August 18, 1972 at which time 152 chargeable days had elapsed.

The final cost of the original contract items was $65,455 which was the exact amount of the bid. The total cost for the project including engineering and contingencies was $87,100 which is an overrun of 14.7%. The resident engineer has satisfactorily explained the overruns.

All of the required supporting documents have been submitted and acceptance of this project is recommended.

NOTED
H.G.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /s/ P.E. O'Neil P. E. O'Neil for C. T. Christianson		SIGNATURE G L Green G. L. Green	
TITLE	DATE 5-2-73	TITLE	DATE 5-4-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

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7704

April 19, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-T-5025(19)

SUBJECT Request Federal-aid Project Acceptance

Contract 7704, Work Completed August 18, 1972

Project Portland City-Wide Traffic Signals (Unit 8)

Highway Various City Streets

County Multnomah

Acceptance: State Highway Commission November 16, 1972

Federal Highway Administration October 3, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and cost Report, E-498

Attach.

JK:dg

cc V. E. Skoog

T

April 11, 1973

Mr. Wayne Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Dear Mr. Oberding:

Returned herewith are two City of Portland invoices for Force Account work performed as part of TOPICS projects EHS-T-5025(19) & (22).

Before these bills can be paid they will have to be approved by State's Resident Engineer and Metropolitan Engineer.

Please forward the invoices to the proper City office and request that these and all future invoices involving TOPICS projects be submitted to the Resident Engineer for the particular TOPICS project involved. He will review them, have any necessary deletions or additions made, and then forward them to the Metropolitan Engineer with his recommendation.

If this procedure is followed unnecessary delays in payment to the City may be avoided.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: A. E. Johnson
R. L. Schroeder
V. E. Skoog
R. N. Bothman

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE R RE ☑ RPE ☐

5

7704

November 24, 1972

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, Washington 98101

Gentlemen

On November 21, 1972, we wrote to you concerning release of final payment on Contract No. 7704 awarded to Christenson Electric, Inc., for traffic signal installation on the Portland City-Wide Traffic Signals (Unit B) Section in Multnomah County.

Final payment on this contract is $3,309.26 and the total contract amount is $65,904.50 including $449.50 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Christenson Electric, Inc.
11 N. E. Sumner Street
Portland, Oregon 97211

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Monner
H. S. Coulter

RECEIVED
NOV 20 1972
FOR FILING
7704

November 17, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7704 Work Completed August 18, 1972

Project Portland City-Wide Traffic Signals (Unit 8)

Highway Various City Streets County Multnomah

Type of Work Traffic Signal Installation

Contractor Christenson Electric, Inc.

Recommended Acceptance Date November 16, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-66)

·IGHWAY DEPARTMENT INVOICE

NO. 110097

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1336		26-0609-299

·City of Portland
·City Hall
·Portland, Oregon 97204
·

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Wayne Oberding, State Highway Coordinator			
Advance deposit			$ 15,218.00
Partial transfer of advance deposit for construction of Unit "B" of the Citywide Traffic Signals TOPICS Project. Contract # 7704			
Covered by agreement dated 11-16-71			$ 10,218.00
To be retained			$ 5,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ UPE ☑ CE ☑ COOR. ☐ RE ☐ OE ☐ RPE ☐ AE ☑ UE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Required with Request: $
By

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF PORTLAND
CITY HALL
PORTLAND, OREGON 97204

Attention of Wayne Oberding
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) cc 1336

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5025(19)

Itemized Statement:

ADVANCE DEPOSIT $15,218

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of Unit "B" of the Citywide Traffic Signals TOPICS Project. Contract #7704. Covered by agreement dated 11/16/71.		10,218
		TO BE RETAINED		$ 5,000

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 26-0609-299

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 15,218

Submitted by: RICHARD BLADORN
Richard Bladorn

Is this a partial or final request for billing? Partial

Approved:
Division Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
Department Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson

10-3-72

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DE TMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

17944

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 10/3/72	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. T-5025(10)
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 76 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* *Not applicable for all contacts.*)

*Bill Hood, City of Portland
Jim Wilson, City of Portland
Jerry Street, OSHD
Al Rear, OSHD
Chuck Fredrickson, OSHD
David Noyes, FHWA

OCT 16 1972
REGIONAL OFFICE

10-18-72

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT B
Traffic Signal Installation

NOTED
A. E. JOHNSON

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on August 18, 1972 at which time 152 chargeable days had elapsed. The contract time was 200 calendar days.

The pavement striping and crosswalk markings were in accordance with the MUTCD.

The materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

10-18-72
Johnson

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FBC
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

1859

OREGON STATE
HIGHWAY DIVISION

7704

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
OCT 13 '72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE September 18, 1972

Federal-aid Project
No. EHS-T-5025(19)

TO
G. L. Green, Acting Division Engineer
xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

NOTI
A. E.

cy [illegible] 10-27-72

SUBJECT Request Contract Acceptance

Contract 7704 Work Completed August 18, 1972

Project Portland City-Wide Traffic Signals (Unit B)

Highway Various City Streets

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 3, 1972

Conditions not acceptable: None

G. L. Green
Acting Division Engineer

cc: Tom Edwards.
L. H. Young

RECEIVED
OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Portland City-Wide Traffic Signals - Unit B

WEEK ENDING: September 2, 1972

SECTION PREFIX: 26 - 0609

HIGHWAY: Various City Streets

COUNTY: Multnomah

NAME OF JOB: Portland City-Wide Traffic Signals

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Christenson Electric, Inc.

CONTRACT NUMBER: 7704

FEDERAL AID PROJECT NUMBER: EHS - T - 5025 (19)

DATE OF CONTRACT: March 8, 1972

DATE WORK STARTED: March 28, 1972

ESTIMATED COMPLETION DATE: October 5, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 200

CALENDAR DAYS USED: 167

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 83.5 %

PROJECT AUTHORIZATION: $ 76,090.98

EXCLUSIVE OF ENGINEERING: $ 69,445.48

ENGINEERING AUTHORIZATION: $ 6,645.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.0 %

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 66,955.00

ENGINEERING COST TO DATE: $ 3,750.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.0 %

ESTIMATED PERCENT OVERRUN / UNDERRUN: UNDERRUN 3.27 %

PERCENT OF AUTHORIZATION: 56.4 %

DATE PROJECT WAS COMPLETED: Pending Final Inspection

10 - 3 - 72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Bases	Poles	Controller	Signals	Conduit	Interconnect Wire		
PERCENT	100	100	100	100	100	100		

	Calendar WEATHER	~~XXX~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	1		
MONDAY	Fair	1		
TUESDAY	Fair	1		
WEDNESDAY	Fair	1		
THURSDAY	Fair	1		
FRIDAY	Fair	1		BEN GIFFORD
SATURDAY		1		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

August 27 SUNDAY	No Activity
August 28 MONDAY	" "
August 29 TUESDAY	" "
August 30 WEDNESDAY	" "
August 31 THURSDAY	" "
Sept. 1 FRIDAY	" "
Sept. 2 SATURDAY	" "

REMARKS

SUMMARY: No Activity.

" THIS WILL BE THE FINAL WEEKLY REPORT FOR THIS PROJECT."

Anticipated date for subm8ssion of semi-final is October 1, 1972.

SIGNED Jerry O Street LOCATION Portland
Jerry O. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
SEP 1? 1972
ALFRED A. REAR
FOR FILING

BRIDGE SECTION

From ______________________ Date 9-11-72

[✓ HART]
REAR
ELLISON
WALLACE
WRIGHT
DAVIS
THOMPSON
CHRISTENSEN

TINDALL
BACKSTRAND
WOOD
CRAFT
DeSOUZA
DE
ANNITA
SHIRLEY

Prepare reply
Discuss
Make ______ copies and
Return
Distribute

ALL BRIDGE SECTION EMPLOYEES

7-704

NOTED
K.E. JOHNSON

First 2 items will be taken care of by Traffic section in specs when necessary. Third item will also be covered by specs but we will supplement with field Training.

STATE COPY

OSHD (A Johnson)   Eng Coord   AE Christianson
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1) 7-1-72

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 7-18-72	INSPECTION MADE BY P. E. O'Neil Asst Area Engineer		PROJECT NO. T-5025(19)
IN COMPANY WITH Jerry Street, Res Engr, OSHD			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 59 %	WORK COMPLETED 49 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

AUG 07 1972
REGIONAL OFFICE

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT B
Traffic Signal Installation

1. Scope of Inspection: The Purpose of this inspection was to review the contractor's construction procedures, the State inspection procedures and the State documentation of pay items.

2. Summary of Findings:

1. A controversy has occurred on this project concerning the number of poles that were to be installed by the contractor. The controversy appears to have occurred because of a misinterpretation of the plans by the contractor.

2. This project has a breaker switch in the safety switch box with the on-off switch on the interior instead of the exterior as found on Unit A projects.

3. It appears that we are not obtaining the 7' clearance from the sidewalk to the bottom of the pedestrian signals.

4. The mounting brackets used to attach the pedestrian signal heads to wood poles are not giving as rigid attachment as would be desired. The lag screws used to hold these brackets are not driven completely in and on some poles they are splintering the pole quite badly.

5. The documentation of the pay items was found satisfactory.

3. Recommendations and Actions Taken:

1. On future signal installation projects it is recommended that we have a pole listing in the special provisions so that no confusion will occur concerning the required number of poles to be installed.

2. The manual on Uniform Traffic Control Devices recommends that the pedestrian signal should be mounted with the bottom of the housing not less than 7' or more than 10' above the sidewalk level. It is recommended that the State assure themselves in the future that the pedestrian signals have a minimum clearance of 7' to protect the pedestrian.

3. This project has two types of mounting brackets used on wood poles. One bracket has the lag screws mounted vertically, one above the other, (see Photo No 1). This arrangement does not give as rigid a connection as the other type bracket which has the lag screws horizontally attached as in Photo No 2. It is recommended that the State require the use of the latter style of mounting brackets to give a more rigid connection as well as aid in the elimination of splintering of the poles.

8-9-72

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

NOTED
W. J. HART

At cc Young

PHOTO NO. 1

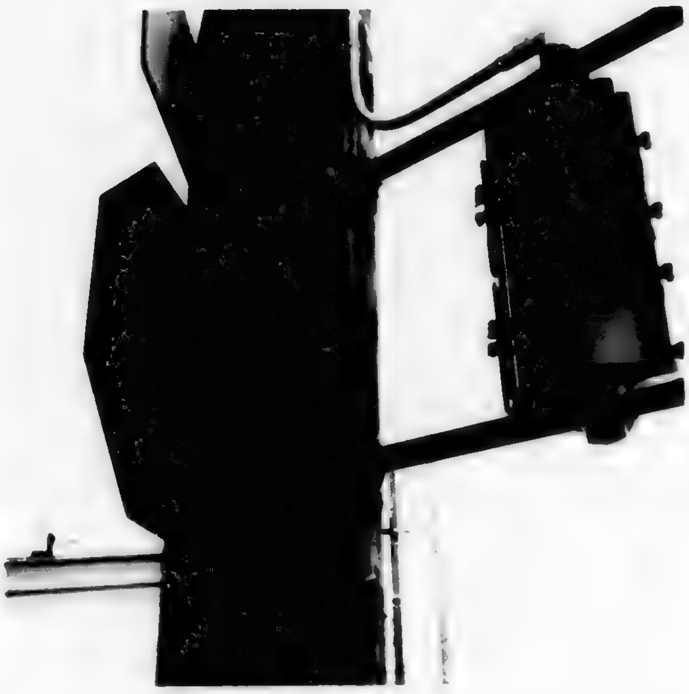


PHOTO NO. 2

[illegible]

FOR FILM

7704

May 25, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5025(19)

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7704 Extra Work Order No. 2

Project Portland City-Wide Traffic Signals (Unit B)

Highway Various City Streets

County Multnomah

The 2-inch conduit required in Everett St. between 19th and 21st Streets cannot be placed in the planned location due to conflicting underground utilities. The conduit will be installed nearer the center of Everett St., thus requiring increases in the length of laterals to the poles and additional handling of traffic. The order also covers an additional conduit entrance in three pole bases at 92nd Ave. and Woodstock.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 9, 1972.

It was necessary for this work to begin on April 19, 1972 to facilitate the construction schedule.

Your approval retroactive to April 19, 1972 is requested.

Attachments

JK:js

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: May 3, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon T-5025(19)
Portland City-Wide Signals (Unit "B")
City of Portland
State Force Order No. 1
Total Estimated Amount of the Order - $14,900.00
Federal Participation - $8,940.00

To [illegible]
cy [illegible] 5-8-72

Reference is made to Mr. Asbury's letter of April 28, concerning the subject order.

We are approving the use of City Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The City can perform this work on a fluctuating schedule to fit the contractors work and cause least disruption to the traveling public.
2. The City has the necessary equipment and trained personnel to perform the work most economically. The work was approved earlier as a P.S.&E. consideration.

Work to be performed should be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation undef the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be on an actual cost basis. An approved copy of the order is returned herewith.

Enclosure
State Force Order No. 1

NOTED
A. E. JOHNSON

RECEIVED
MAY 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105 (Rev. 8-70)

STATE FORCES
NOT INVOLVED

STATE COPY

G-1F

APPROVAL EFFECTIVE DATE 3-21-72
Contingent upon notification of pro-
gramment if additional funds are
[illegible]

Malach

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7704

Order No. 5-3-72

Section Portland City-Wide Traffic Signals

Date April 5, 1972

Highway Various City Streets (Unit B)

F.A.P. No. EHS-T-5025(19)

County Multnomah

Prefix 26-0609

Account No. 235-01

Description of Work To Be Done: Payment to the City of Portland for street work performed by the City of Portland in conjunction with the installation of signals at one intersection. Work includes, but not limited to, curbs, sidewalks, drainage pipes, inlets and paving. This work has not started.

Location by Station Numbers:

S. E. 92nd Avenue and S.E. Woodstock Boulevard.

Estimate of Quantities and Costs:

Total estimated cost as per the City of Portland $14,900.00
City of Portland will be paid on an actual cost basis.

Explanation: The original authorization for this work is included in Contract No. 7685 City-Wide Traffic Signals (Unit A). This authorization accounted to $20,000.00 of which $5,100.00 was used for (Unit A). When the work covered by this State Force Order is completed, funds will be transferred from Unit A to cover these costs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 76,090.98
Present estimate of project cost, including $ 0.00 for work under this order	$ 73,100.50
Expected under-run XXXXXX (amount) . UNDERRUN .	$ 2,990.48
Expected under-run XXXXXX (per cent) UNDERRUN .	3.93%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street Jerry C. Street
Resident Engineer

Approval Recommended: [illegible]
Asst. Regional Engineer

Approval Recommended: [illegible]
For: Construction Engineer or Bridge Engineer

Approved: [illegible]
Construction Engineer

SP*72060-701

RECEIVED
MAY 1 - 1972
FOR FILING

7704

April 28, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5025(19)

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7704 State Force Order No. 1

Project Portland City-Wide Traffic Signals (Unit B)

Highway Various City Streets

County Multnomah

The agreement covers minor channelization to be performed by the City of Portland. This includes, but is not necessarily limited to, curbs, sidewalks, drainage pipes, inlets and paving. It is in the public interest for city forces to perform this work because it is minor in nature and should be done with a minimum time delay. The City of Portland is adequately staffed and suitably equipped to complete the work expeditiously and economically.

This work conforms to the requirements of FPM 21-6.2 as required for Federal participation. The estimated total cost of work to be done under this order is $14,900 with Federal participation of $8,940. Reimbursement on an actual cost basis is requested.

Funds were authorized for this work under Contract No. 7685 (FAP No. EPS-T-5025(17) and will be transferred to this project to cover these costs.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on March 21, 1972.

Your approval as of March 21, 1972 is requested.

Attachments

JK:js

RECEIVED
APR [illegible] - 1972
[illegible]

7704

April 6, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Portland City-Wide Traffic Signals (Unit B)
Project No. T-5025(19)

The program for the subject project included work which is to be done by City of Portland forces; however, we inadvertently left out this work on both the P.S. & E. and project agreement estimate. We are therefore forwarding four copies of a revised project agreement estimate to include and retain in program status this work by the City of Portland forces.

This force account work by city forces was approved as being in the public interest by FHWA memo of January 25, 1972 for the original program under Project T-5025(9).

CL:js

Oregon State Highway Division	Federal-Aid Project No. EHS-T-5025(19) Safety

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT B)

CITY STREETS (PORTLAND) MULTNOMAH COUNTY

Salem, Oregon, April 6, 1972

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (City Streets)

Temporary Protection and Direction of Traffic	All Required	$ 1,600.00
Traffic Signal Installation, Complete	All Required	63,855.00
		$65,455.00
Flagging (60% of Contractor's Cost)	All Required	$ 1,000.00
	Subtotal	$66,455.00
	10% Engr. & Cont.	6,645.00
	Total	$73,100.00
Length of Project - - - - - - - - - -	0.00 mile	

Retain in Program

Work by City of Portland (Channelization)	All Required	$15,000.00
	Subtotal	$15,000.00
	10% Engr. & Cont.	1,500.00
	Total	$16,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Signals	$73,100.00	$46,454.00	$13,323.00	$13,323.00
Retain in Program	16,500.00	10,484.00	3,008.00	3,008.00
Total	$89,600.00	$56,938.00	$16,331.00	$16,331.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%

Contract No. 7704

Prefix 26-0609

Form A-108 (Rev. 8-70)

G-11

OK
BPR

OREGON STATE HIGHWAY DIVISION

STATE FORCES
NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7704

Order No. 1

Section Portland City-Wide Traffic Signals

Date April 5, 1972

Highway Various City Streets (Unit B)

F.A.P. No. EHS-T-5025(19)

County Multnomah

Prefix 26-0609

Account No. ~~275~~ 285-01

Description of Work To Be Done: Payment to the City of Portland for street work performed by the City of Portland in conjunction with the installation of signals at one intersection. Work includes, but not limited to, curbs, sidewalks, drainage pipes, inlets and paving. This work has not started.

Location by Station Numbers:

S. E. 92nd Avenue and S.E. Woodstock Boulevard.

Estimate of Quantities and Costs:

Total estimated cost as per the City of Portland . . . $14,900.00
City of Portland will be paid on an actual cost basis.

RECEIVED
COUNTY & CITY SECTION
MAY 24 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Explanation: The original authorization for this work is included in Contract No. 7685 City-Wide Traffic Signals (Unit A). This authorization accounted to $20,000.00 of which $5,100.00 was used for (Unit A). When the work covered by this State Force Order is completed, funds will be transferred from Unit A to cover these costs.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization . . . . $ 76,090.98
Present estimate of project cost, including
$ 0.00 for work under this order $ 73,100.50
Expected under-run ~~xxxxxxx~~ (amount) . UNDERRUN . $ 2,990.48
Expected under-run ~~xxxxxxx~~ (per cent) UNDERRUN . 3.93%

Space to right of this line is for use of Salem Office

Submitted by: Jerry C Street Jerry C. Street
Resident Engineer

Approval Recommended:
For: ~~Construction Engineer or~~ Bridge Engineer

Approval Recommended:
Assistant Regional Engineer

Approved:
~~Construction Engineer~~
Asst State Eng

SP*72830-734

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 10, 1972

To: Walter Hart
Bridge Engineer
State Highway Building
Salem

SUBJECT: Portland City-Wide Traffic Signals Unit B
Contract No. 7704
State Force Order No. 1

Attached you will find State Force Order No. 1 amounting to $14,900, one Status of Project report and two copies of a Intersection Reconstruction Plan showing the proposed work which was prepared by the City of Portland.

This Force Order is being established to compensate the City of Portland for performing street work in conjunction with the installation of traffic signals at 92nd Avenue and Woodstock Street. Preparation of this order was requested by Mr. Richard Unrein. Jerry Street has discussed this work with Mr. Christianson of the FHWA on March 21, who gave his tentative approval at that time.

Your approval of this Force Order is recommended.

H. S. Coulter
Metropolitan Engineer

By:

Edward L Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

4-20-72
NOTED
R. J. WRIGHT
WR

ELH:pb

Encs

cc: Jerry Street

RECEIVED
APR 12 1972
BRIDGE DIVISION

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 7704 Section Portland City Wide Traff. Sig. FA No. EHS-T-5025(19)

Type Revision SEO No. 1 Amount $14,900 Funds in Author. $ *See below

Status Total Project Author.: Over ___ % $ ___ Under 3.93 % $ 2,990.48

Explanation (why) and Comments PAYMENT TO CITY OF PORTLAND FOR STREET WORK PREFORMED BY CITY OF PORTLAND IN CONJUNCTION WITH SIGNAL INSTALLATION.

*The Highway Comm. will be asked to increase the project authorization for this contract by the above amount, decreasing authorization for unit A, Contract 7685, by the same amount. (Orig. author. $20,000 for all units in author for unit A)

Method of Payment ACTUAL COST Est. increase/decrease in cost $ ___

Price checked by Cost Analyst ___ Discussed Asst. Bridge Engr. DWE

Discussed with Christiansen on 4-20-72 by W. Richards

Action Recommended:
☒ APPROVAL ☒ PARTICIPATING ☐ NON PARTICIPATING
☐ SUBJECT TO REVIEW ☐ WITH COST JUSTIFICATION ☐ WITH SUPPORTING DATA
☐ OTHER ☒ TENTATIVE APPROVAL TO PROCEED 3-21-72 (CHRISTIANSON)

✓ This will mean

Unit "A" 5,000
✓ "B" 14,900 or 15,000 } Amount Approved by BPR: $20,000
✓ "C" additional monies

4-20-72
NOTED
R.J. WRIGHT
WR

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: Jerry Street

RECEIVED
APR 12 1972
BRIDGE DIVISION

RECEIVED
MAR 22 1972
FOR FILING

7704

March 22, 1972

Christenson Electric, Inc.
11 N. E. Sumner Street
Portland, Oregon 97211

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7704 for the Portland
> City-Wide Traffic Signals Project
> (Unit B) on various city streets in
> Multnomah County

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart Street
Seattle, Washington 98101

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
H. S. Coulter
Jerry Street

FORM E-30 (REV. 10-69)

7704

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
March 13, 1972

SUBJECT: TOPICS Project EPS-T-5025(19)
Portland Traffic Signals (Unit B)
City Force Account Work
Contract No. 7704

To: Mr. H. S. Coulter
Metro Engineer

PORTLAND

The FHWA on January 25, 1972 determined it to be in the public interest to permit the City of Portland to perform minor street work in conjunction with the TOPICS project to signalize 30 intersections.

Please initiate a State Force Order to cover the city forces work on Contract No. 7704. Mr. Wayne Oberding has the details for this work. Since Federal funds are involved it will be necessary to secure Federal Highway Administration approval of the Force Order before the City may order materials or commence work.

Richard Unrein
Richard Unrein
Urban Engineer
County and City Section

RU:ljt
Att.

cc: Wayne Oberding, City of Portland
R. L. Schroeder
F. D. Morgan
L. H. Young
V. E. Skoog

RECEIVED
MAR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

SP*52475-734

RECEIVED
MAR 10 1972
[illegible]

7704

March 9, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 28, 1972 is requested in the award of contract for the Portland City-Wide Traffic Signals (Unit B), Project No. EHS-T-5025(19).

The contractor receiving the award is Christenson Electric, Inc., in the amount of $65,455, with Contract No. 7704 assigned. This bid was received on February 24, 1972 and awarded on March 8, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Federal Highway
Administration endorsement.

Date ____________
I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

RECEIVED

FOR FILING

7704

bc F. D. Y gan
Walt Ha
L. H. Young
  Attn Vince Gallagher
H. S. Coulter
Jerry Street
William Geibel (SAIF)

March 8, 1972

Christenson Electric, Inc.
11 N. E. Summer Street
Portland, Oregon 97211

Gentlemen

The State Highway Commission on February 29, 1972, accepted your proposal for the Portland City-Wide Traffic Signals Project (Unit B) on various city streets in Multnomah County and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of Portland approve the project and the City deposits $15,218.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7704.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin March 20, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

775

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 8, 1972

Mr. Wayne Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Re: TOPICS Project EHS-T-5025(19)
Unit "B"
Citywide Traffic Signals

Dear Mr. Oberding:

This will acknowledge receipt of the City of Portland's check #7560 in the amount of $15,218 which is the correct amount required as an advance deposit for the subject project.

The contract for this project is now clear and will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
H. S. Coulter
V. E. Skoog: Check #7560 for $15,218

Rec'd. 3/8/72 by

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

AUD 10-825-30016-71

7560

REMITTANCE ADVIC

PLEASE DETACH ORE DEPOSITING →

PURCHASE ORDER		YOUR INVOICE NO.	GROSS AMOUNT OR CREDIT MEMO ◇	DISCOUNT	NET AMOUNT	ACCOUNT DISTRIBUTION			
DATE	NUMBER					FUND	FUNCTION	OBJECT	G/L
CONTRACT	13255	ADVANCE DEPOSIT FOR CITY'S 20% SHARE OF "TOPICS"							
229.72			15,218.00						
					15,218.00	505	6,601	285	319

CITY OF PORTLAND, OREGON

GEORGE YERKOVICH
AUDITOR OF THE CITY OF PORTLAND

T

OFFICE OF CITY AUDITOR

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

RECEI[illegible]
COUNTY & CITY [illegible]
☐ ENGR. ☑ [illegible] ☐ [illegible]
☐ UPE ☑ CE ☐ RE ☐ [illegible] ☐

March 7, 1972

Oregon State Highway Commission
County and City Engineer
State Highway Division
Salem, Oregon 97310

Attention: H. S. Cox

Gentlemen:

Enclosed is City of Portland Warrant No. 7560 in the amount of $15,218.00 as payment of advance deposit for City's 20% share of "topics", as per attached Remittance Advice.

Yours truly,

GEORGE YERKOVICH

Auditor of the City of Portland
By: Sylvia L. Bredemeier
Deputy

SLB:jp
Encl.
Certified Mail
Return Receipt Requested

bc: R. L. Schroeder
L. H. Young
H. S. Coulter

February 25, 1972

Mr. Wayne L. Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Re: TOPICS Project EHS-T-5025(19)
Unit "B"
Citywide Traffic Signals

Dear Mr. Oberding:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Christenson Electric, Inc. of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$65,455.00
Anticipated additional item (flagging)	1,000.00
	$66,455.00
Engineering & Contingencies (14½%)	9,636.00
TOTAL	$76,091.00

City's Advance Deposit:

20% of Total	$15,218.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $15,218) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

Portland

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT B)

VARIOUS CITY STREETS

MULTNOMAH COUNTY

FAP No. EHS-T-5025(19)
Installation of Traffic Signals

Bids Received February 24, 1972

1. Temporary Protection and Direction of Traffic	All Specified	$ 1,000.00
2. Traffic Signal Installation, Complete	All Specified	79,000.00
	For Comparison of Bids	$ 80,000.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 80,000.00	65,455
Anticipated Additional Items: Flagging (State Share)	1,000.00	1000
	$ 81,000.00	66,455
Engr. & Cont. (14 1/2%)	11,745.00	9636
Estimated Net Authorization, Constr.	$ 92,745.00	76,091

Advance deposit $ 15,218

~~rounded to 15,200~~

2-24-72 2:15
Phoned [illegible] and gave
him the [illegible]

-18%

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

80,000

PROJECT NO. #5 Portland City Wide Traffic Signals (Unit B) on various city streets in Portland, MULTNOMAH COUNTY

OWNER: Oregon State Highway Department

DATE: 2-24-72 PAGE: 1 of 1

1. Christianson Elec. Co. Portland
2. WR Grassle Co. "
3.
4.
5.
6.
7.
8.
9.
10.
11.
12.
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	1600	2066	
	L.S. Traffic Signal Installation, Complete	2	63,855	65,561	
			65,455	67,627	
	→ State Force Order ←				

S-403 R11 6/71

® SAFECO Insurance Company of America, [illegible]

PRINTED IN U.S.A.

RECEIVED

FORM 2-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 6, 1972
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

Portland City-Wide Traffic Signals
Various City Streets (Unit B)
Multnomah County
Pole Length Verification

To:

H. S. Coulter
Regional Engineer
Region 5
LaGrande

There have been past instances throughout the State where pole delivery on traffic signal or illumination projects has been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established in the near future and transmitted to the contractor. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

Slow transmission of shop drawings through State hands has also been a reason for delay according to contractors. Please submit shop drawings to this office promptly. Checking and return to the field will be expedited by our Checking Unit.

R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
J. Street
J. H. Wood

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING

7704

March 2, 1972

Christenson Electric, Inc.
11 N. E. Sumner
Portland, Oregon 97211

Contract 7704

Gentlemen:

The State Corporation Commissioner's Office has notified us that your firm is not on record in his office. This is in reference to the two projects which you bid at the February 24, 1972, contract letting.

We bring this to your attention as under Oregon law it is necessary that the corporations be properly registered before commencing work on a State highway contract.

If you have not already done so, will you please take the necessary steps to register with the Corporation Commissioner, 158 12th Street, N.E., Salem, Oregon 97310.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:fkn

cc Frank Healy
Corporation Commissioner
158 12th St., NE
Salem, Oregon 97310

L. H. Young
Attn: Vince Gallagher

bc: R. L. Schroeder
L. H. Young
H. S. Coulter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 25, 1972

Mr. Wayne L. Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Re: TOPICS Project EHS-T-5025(19)
Unit "B"
Citywide Traffic Signals

Dear Mr. Oberding:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by Christenson Electric, Inc. of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$65,455.00
Anticipated additional item (flagging)	1,000.00
	$66,455.00
Engineering & Contingencies (14½%)	9,636.00
TOTAL	$76,091.00

City's Advance Deposit:

20% of Total	$15,218.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $15,218) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

NOTED
R. L. SCHROEDER

for H. S. Cox
County and City Engineer

RB:ljt

T

U. S. DEPARTMENT OF TRANS T N - FEDERAL HIGHWAY ADMINISTRATIO

LETTER OF APPROVAL AND/OR AUTHORIZATION

2-3-72

ERAL AID PROJECT NO.
EHS-T-5025(19)

STATE PROJECT NO.
UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T 36-C

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
COUNTY & CITY SECTION
FEB - 9 1972
☐ ENGR. ☑ COOR. ☐ DE ☒ AE ☑ UE
☑ OPE ☑ CE ☐ RE ☐ RPE ☐

DATE PS&E APPROVED FEBRUARY 2, 1972	DATE AUTHORIZATION EFFECTIVE FEBRUARY 2, 1972	FEDERAL ROUTE NUMBER PRIMARY TYPE II SYSSEM STATE ROUTE NUMBER CITY STREETS

GENERAL LOCATION:
CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
CONTRACTOR'S FLAGGING $1,000.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JANUARY 31, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICIATIONS.

THE OREGON 1972 SPECIFICATIONS FOR ASPHALT MATERIALS IS APPROVED FOR USE ON THIS PROJECT.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE 2-3-72	SIGNATURE OF APPROVING OFFICIAL G. L. Green	TITLE FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBERS 2-15 AND 2-16

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON

BY (Signature)
MR. YOUNG'S JANUARY 2

TITLE
PROGRAM & PLANNING EN

CLASS OF FEDERAL FUNDS ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS ______ THRU ______

STAGE 2 ITEM NOS. 36-C THRU 36-D

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	W
36-C	EHS-T-5025(19)	0.0	94,000	59,700	UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS.	INS SIG INT MIN
36-D	EHS-T-5025(20)	0.0	171,000	108,600	UNIT "C" PORTLAND CITY-WIDE TRAFFIC SIGNALS.	INS SIG INT MIN AND AT

REMARKS (Division)

[illegible]

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☑ ENGR. ☑ COOR. ☑ UE ☒ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-1-72	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in

T.

MBERS 2-15 AND 2-16

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

EQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 2-1-72
BY (Signature): MR. YOUNG'S JANUARY 25, 1972 PR-9
TITLE: PROGRAM & PLANNING ENGINEER

FEDERAL FUNDS
☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 36-C THRU 36-D

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	94,000	59,700	UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS.	INSTALL TRAFFIC SIGNALS AT 8 INTERSECTIONS WITH MINOR CHANNELIZATION.
0.0	171,000	108,600	UNIT "C" PORTLAND CITY-WIDE TRAFFIC SIGNALS.	INSTALL TRAFFIC SIGNALS AT 8 INTERSECTIONS WITH MINOR CHANNELIZATION AND 2 IMPACT ATTENUATORS.

2-1-72

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

OMMENDED
D TITLE

DATE: 2-1-72

APPROVED
SIGNATURE AND TITLE
FOR: DIVISION ENGINEER

proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga- [illegible]

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ADT RPE ☐

REQUEST FOR A
OF INDIVIDUAL PROJEC
(PPM 21-1 AN

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65				FUTURE (66) (70)	YEA (71) (7	
CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH Y 74
CARD 4	CLASS OF FEDERAL FUNDS [1]					COUNTY NAME		
	NAME OF URBAN AREA 17-31		F.A. SYSTEM					

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					PE ROW CONST Safety		Re-quested Revision	36-C	EHS-T-5025(19)	City of Portland (Unit "B" Portland City-Wide Traffic Signals)	0.0	94,000
										PROJECT TOTAL	0.0	94,000
5					PE ROW CONST Safety		REQUESTED REVISION	36-D	EHS-T-5025(20)	City of Portland (Unit "C" Portland City-Wide Traffic Signals)	0.0	(16) 171,000 (23)
										PROJECT TOTAL	0.0	171,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE:
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: July 14, 1971

OTHER: November 30, 1971

PROGRAM REVISION REQUESTED
DATE: January 25, 1972
SIGNATURE:
Programing Engineer

RECOMMENDED
DATE:
SIGNATURE:
TITLE:

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

CEIVED
& CITY SECTION
EB - 3 1972
COOR. ☐ UE ☐ AE ☑ UE
CE ☐ RE ☐ RPE ☐
ADT

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

V AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY POST MI. MI. (24) (26) DESIG. 27

COUNTY NAME | CODE 14

EM | RTE NO. | FEDERAL AID | STATE (32) (36) | U.S. (37) (41)

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	 FEDERAL FUNDS (67) (76)	 STATE FUNDS	CHARACTER OF PROPOSED WORK
f Portland "B" Portland City- raffic Signals)	0.0	94,000	59,700	17,150 (City) 17,150	Installation of 8 traffic signals and other minor work.
PROJECT TOTAL	0.0	94,000	59,700	34,300	
f Portland "C" Portland City- raffic Signals)	0.0	(16) 171,000 (23)	(24) 108,600 (33)	31,200 (City) 31,200	Installation of 8 traffic signals and other minor work.
PROJECT TOTAL	0.0	171,000	108,600	62,400	

FOR CHANGE:

-OVER-

QUESTED	RECOMMENDED	APPROVED
1972	DATE	DATE FEB 1 1972
	SIGNATURE	SIGNATURE
	TITLE	TITLE

classes of funds involved.

USCOMM-DC 48908-P61

Reason for Change: To split present project into three separate projects, as Item 36-A, Project T-5025(9), Preliminary Engineering for Items 36-B, C and D, Projects EHS-T-5025(17), (19) and (20), respectively; Item 36-C, Project EHS-T-5025(19), Installation of 8 traffic signals and other minor work; Item 36-D, Project EHS-T-5025(20), Installation of 8 traffic signals and other minor work. Also, to revise the construction project costs to conform with latest cost estimate of the work involved.

This action is being taken to facilitate the contracting of the physical construction of traffic signals and other work at the various intersections and to allow programing and obligation as "EHS" projects under IM 30-5-71 category "Emergency Highway Safety Program", Section (a).

MONTHLY TRANSACTION NO. 2-15	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PRO**
DATE SUBMITTED TO W.O. FEB 1 1972	1-25-72	(PPM 21-1

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	**ADT**	PRESENT	FUTURE (66) (70)	YEAR (71) (72)
2	1	City of Portland		*	*	91

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)
3	Traffic Signals						A6 EHS	

CARD			
4	CLASS OF FEDERAL FUNDS: TOPICS	COUNTY NAME	
	NAME OF URBAN AREA 17-31: Portland 027	ROUTE NO. T	FEDERAL-AID Various

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (56)	(59) (66)	(67) (76)
5					**PE**		City of Portland			
5					**ROW**					
5	30			J	**CONST** (CODE) Safety Y031	3	(Unit "B" Portland City-Wide Traffic Signals)	0.0	94,000	59,700

CARD	CODE	PREPARED BY				
1	1		PROJECT TOTALS	0.0	94,000	59,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

FEB 1 1972

FHWA OREGON DIVISION

*See attached exhibit "A".

REC
COUNTY &
FE
☐ ENGR. ☑
☐ UPE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

7

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	*	*	91	10	Oregon	35	077	36-C

GCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
			A6 EHS		EHS-T-	5025	(19)	

027

COUNTY NAME: Multnomah
CODE: 051

ROUTE NO.: T
FEDERAL-AID: Various
STATE:
U.S.:

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

ES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
0	94,000	59,700	17,150	17,150 (City)
0	94,000	59,700	17,150	17,150 (City)

CHARACTER OF PROPOSED WORK (Full description)

Installation of traffic signals at 8 intersections and minor channelization work.

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☑ COOR. ☐ LE ☑ PE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

attached exhibit "A".

REMARKS

P.E. for this project programmed under Item 36-A, Project T-5025(9).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS

PROJECT NO. EHS-T-5025(19)

Existing Facilities: See attached exhibit "A".

Project Data: Install traffic signals at 8 intersections throughout the City of Portland. For signal type see attached exhibit "A".

Minor channelization, adjustment of curb returns, striping, etc., to be accomplished by City of Portland forces.

NOTE: The above proposed work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the various intersections have experienced a high number of accidents (see exhibit "A"). The proposed signals by controlling the flow of traffic and the minor channelization will reduce substantially the number of accidents occurring at these intersections.

The proposed work qualifies as an "EHS" project under IM 30-5-71, based on the fact it falls under category "Emergency Highway Safety Program", Section (a).

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA, October 7, 1970.

Airports, Water Develo
involved.

Relocation Assistance
way is not required.

Location/Design Approv
1971.

Environmental Statemen
memorandum of August 2

Clearinghouse Approval
(a) State: Exempt pe
(b) Dist. 2 (CRAG):

Public Hearings: Non

Control of Utilities:
authority to control
project. A State-City
graph 6d(1) of PPM 30-

Data for PR-37: 100%

s

tions throughout
xhibit "A".

riping, etc., to

ty Improvement
Highway Division
ctual accident
of PPM 21-16,
experienced a
osed signals by
lization will re-
at these

IM 30-5-71, based
y Safety Program",

October 7, 1970.

Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Location/Design Approval: Granted by FHWA under memorandum of Nov. 30, 1971.

Environmental Statement: Requirements waived by FHWA per their memorandum of August 2, 1971.

Clearinghouse Approval:
(a) State: Exempt per working agreement dated April 28, 1970.
(b) Dist. 2 (CRAG): Exempt per working agreement dated Oct. 16, 1970.

Public Hearings: None required under provisions of par. 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on Primary Type II System.

UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS

PROJECT NO. EHS-T-5025(19)

EXHIBIT "A"

No.	Intersection*	No. of Lanes	Pavement Width (feet)	Median Width (feet)	ADT		Avg. 12 Mo. Acc.	School Xing	Ty Si
					1971	1991			
1.	S.E. 39th Avenue	4	43	1	22,000	24,700	22	No	Pre-t
	S.E. Clinton St.	2	36	-	3,100	13,200			
2.	N.W. Everett St.	2	54	-	3,700	5,200	14	No	Pre-t
	N.W. 21st Avenue	2	?	-	7,800	5,000			
3.	S.W. 12th Avenue	2	50	-	5,800	6,200	18	No	Comp.
	S.W. Yamhill St.	3	36	-	4,500	6,000			
4.	S.E. Lincoln St.	2	37.6N-36S	-	7,200	4,300	5	No	Pre-t
	S.E. 50th Avenue	2	34W-37E	-	7,100	4,000			
5.	S.W. 12th Avenue	3	50	-	4,800	5,700	16	No	Comp.
	S.W. Alder St.	4	36	-	4,300	6,500			
6.	S.E. Division St.	4	44	1	19,300	13,200	7	No	Pre-t
	S.E. 76th Avenue	2	28	-	3,500	5,000			
7.	S.E. Woodstock Blvd.	2	44	-	5,000	12,200	11	No	Pre-t
	S.E. 92nd Avenue	2	32	-	11,000	12,400			
8.	S.W. 13th Avenue	3W-2E	44W-36E	-	4,300	5,700	10	No	Comp.
	S.W. Alder St.	3	50	-	4,300	5,500			

*NOTE: Top street is main street
Bot. street is cross street

T

"B" PORTLAND CITY-WIDE TRAFFIC SIGNALS

PROJECT NO. EHS-T-5025(19)

EXHIBIT "A"

ADT 1971	ADT 1991	Avg. 12 Mo. Acc.	School Xing	Type Signal	Remarks on 1991 ADT
22,000	24,700	22	No	Pre-timed	Mt. Hood Fwy. Ramp Terminal
3,100	13,200				Mt. Hood Fwy. Ramp Terminal
3,700	5,200	14	No	Pre-timed	
7,800	5,000				Reduction due to opening Stadium-Indust. Fwy.
5,800	6,200	18	No	Comp. Syst.	
4,500	6,000				
7,200	4,300	5	No	Pre-timed	Reduction due to opening Mt. Hood Fwy.
7,100	4,000				Reduction due to opening Mt. Hood Fwy.
4,800	5,700	16	No	Comp. Syst.	
4,300	6,500				
19,300	13,200	7	No	Pre-timed	Diversion to Mt. Hood Fwy.
3,500	5,000				
5,000	12,200	11	No	Pre-timed	
11,000	12,400				
4,300	5,700	10	No	Comp. Syst.	
4,300	5,500				

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☐ COOR. ☐ DE ☑ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

January 31, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR   97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972.

EHS-T-5018(2)   2nd St.-3rd St. (McMinnville) Section
EHS-T-5025(10)   Porltand City-wide Traffic Signals, Unit "B"

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

DAR:dg
Attachment

Portland City-Wide Traffic Signals (Unit B)
Traffic Signal Installation 1-25-72

Cost Estimate
~~BID SCHEDULE~~

Item No.	Item	Quantity and Unit	Amount
1.	Temporary Protection and Direction of Traffic	All Specified	
	For ____________	Lump Sum	$ 1,000 00
2.	Traffic Signal Installation, Complete	All Specified	
	For ____________	Lump Sum	$ 79,000 00
		Total ~~Amount of Bid~~ Estimate	$ 80,000

Flagging	$1,000	1,000
		81,000
14½% Engr. & Conten.		11,745
		$ 92,745

RECEIVED
COUNTY & CITY SECTION
JAN 25 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1-25-72

#7707

MONTHLY TRANSACTION NO.	FORM PR-9 (REV. 4-61)
DATE SUBMITTED TO W.O.	

REQUEST FO
OF INDIVIDUAL PROJ
(PPM 21-

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (*45 typewriter spaces*) 21 65	**ADT**		FUTURE (66) (70) (71

CARD 3	CHARACTER OF PROPOSED WORK (*35 spaces*) 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AU 74

CARD 4	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COS
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST Safety		Re-quested Revi-sion	36-C	EHS-T-5025(19)	City of Portland (Unit "B" Portland City-Wide Traffic Signals)	0.0	94,000
										PROJECT TOTAL	0.0	94,000
5					PE ROW CONST Safety		RE-QUESTED REVISION	36-D	EHS-T-5025(20)	City of Portland (Unit "C" Portland City-Wide Traffic Signals)	0.0	(16) 171,000
										PROJECT TOTAL	0.0	171,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE:

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:
July 14, 1971

OTHER:
November 30, 1971

PROGRAM REVISION REQUESTED
DATE
January 25, 1972
SIGNATURE
Programing Engineer

RECOMMEN
DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME — CODE 14 16

.A. SYSTEM — RTE NO. — FEDERAL AID — STATE (32) (36) — U.S. (37) (41)

TERMINI	MILES (54) (56)	PROJECT COST TOTAL COST (59) (66)	 FEDERAL FUNDS (67) (76)	 STATE FUNDS	CHARACTER OF PROPOSED WORK
City of Portland (Unit "B" Portland City-Wide Traffic Signals)	0.0	94,000	59,700	17,150 (City) 17,150	Installation of 8 traffic signals and other minor work.
PROJECT TOTAL	0.0	94,000	59,700	34,300	
City of Portland (Unit "C" Portland City-Wide Traffic Signals)	0.0	(16) 171,000 (23)	(24) 108,600 (33)	31,200 (City) 31,200	Installation of 8 traffic signals and other minor work.
PROJECT TOTAL	0.0	171,000	108,600	62,400	

REASON FOR CHANGE:

-OVER-

EVISION REQUESTED	RECOMMENDED	APPROVED
ry 25, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
eer	TITLE	TITLE

show both classes of funds involved.

USCOMM-DC 45908-P61

Reason for Change: To split present project into three separate projects, as Item 36-A, Project T-5025(9), Preliminary Engineering for Items 36-B, C and D, Projects EHS-T-5025(17), (19) and (20), respectively; Item 36-C, Project EHS-T-5025(19), Installation of 8 traffic signals and other minor work; Item 36-D, Project EHS-T-5025(20), Installation of 8 traffic signals and other minor work. Also, to revise the construction project costs to conform with latest cost estimate of the work involved.

This action is being taken to facilitate the contracting of the physical construction of traffic signals and other work at the various intersections and to allow programing and obligation as "EHS" projects under IM 30-5-71 category "Emergency Highway Safety Program", Section (a).

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	1-25-72

FEDERAL-AID P

(PPM

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City of Portland 21 65	**ADT**	PRESENT *	FUTURE * (66) (70)	YEA 91 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUT (74)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. T	FEDERAL-AI Variou

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK		STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C	
				CLASS	TYPE				TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	116	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		City of Portland			
5					**ROW**					
5					**CONST** (CODE) Safety Y031		(Unit "B" Portland City-Wide Traffic Signals)	0.0	94,000	59,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	94,000	59,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

*See attached exhibit "A".

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

1-25-72

ADT	PRESENT *	FUTURE *	YEAR 91	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 36-C

OUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				EHS		EHS-T-	5025	(19)		

COUNTY NAME Multnomah	CODE 051	PROGRAM STAGE	☐ 1 OR ☒ 2
ROUTE NO. T	FEDERAL-AID Various	STATE	U.S.

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
d						Installation of traffic signals at 8 intersections and minor channelization work.
-Wide)	0.0	94,000	59,700	17,150	17,150 (City)	
PROJECT TOTALS	0.0	94,000	59,700	17,150	17,150 (City)	

*See attached exhibit "A".

REMARKS

P.E. for this project programmed under Item 36-A, Project T-5025(9).

-OVER-

USCOMM DUSCOMM-DC 48905-P61

UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS

PROJECT NO. EHS-T-5025(19)

Existing Facilities: See attached exhibit "A".

Project Data: Install traffic signals at 8 intersections throughout the City of Portland. For signal type see attached exhibit "A".

Minor channelization, adjustment of curb returns, striping, etc., to be accomplished by City of Portland forces.

NOTE: The above proposed work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the various intersections have experienced a high number of accidents (see exhibit "A"). The proposed signals by controlling the flow of traffic and the minor channelization will reduce substantially the number of accidents occurring at these intersections.

The proposed work qualifies as an "EHS" project under IM 30-5-71, based on the fact it falls under category "Emergency Highway Safety Program", Section (a).

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA, October 7, 1970.

Airports, Water Developme
involved.

Relocation Assistance Pa
way is not required.

Location/Design Approval
1971.

Environmental Statement:
memorandum of August 2,

Clearinghouse Approval:
(a) State: Exempt per
(b) Dist. 2 (CRAG): E

Public Hearings: None r

Control of Utilities: T
authority to control the
project. A State-City a
graph 6d(1) of PPM 30-4.

Data for PR-37: 100% of

throughout
bit "A".

ng, etc., to

Improvement
ghway Division
al accident
PPM 21-16,
perienced a
d signals by
ation will re-
these

30-5-71, based
afety Program",

ober 7, 1970.

Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Location/Design Approval: Granted by FHWA under memorandum of Nov. 30, 1971.

Environmental Statement: Requirements waived by FHWA per their memorandum of August 2, 1971.

Clearinghouse Approval:
(a) State: Exempt per working agreement dated April 28, 1970.
(b) Dist. 2 (CRAG): Exempt per working agreement dated Oct. 16, 1970.

Public Hearings: None required under provisions of par. 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on Primary Type II System.

UNIT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS

PROJECT NO. EHS-T-5025(19)

EXHIBIT "A"

No.	Intersection*	No. of Lanes	Pavement Width (feet)	Median Width (feet)	ADT 1971	ADT 1991	Avg. 12 Mo. Acc.	School Xing	Typ Sign
1.	S.E. 39th Avenue	4	43	1	22,000	24,700	22	No	Pre-ti
	S.E. Clinton St.	2	36	-	3,100	13,200			
2.	N.W. Everett St.	2	54	-	3,700	5,200	14	No	Pre-ti
	N.W. 21st Avenue	2	?	-	7,800	5,000			
3.	S.W. 12th Avenue	2	50	-	5,800	6,200	18	No	Comp.
	S.W. Yamhill St.	3	36	-	4,500	6,000			
4.	S.E. Lincoln St.	2	37.6N-36S	-	7,200	4,300	5	No	Pre-t
	S.E. 50th Avenue	2	34W-37E	-	7,100	4,000			
5.	S.W. 12th Avenue	3	50	-	4,800	5,700	16	No	Comp.
	S.W. Alder St.	4	36	-	4,300	6,500			
6.	S.E. Division St.	4	44	1	19,300	13,200	7	No	Pre-ti
	S.E. 76th Avenue	2	28	-	3,500	5,000			
7.	S.E. Woodstock Blvd.	2	44	-	5,000	12,200	11	No	Pre-ti
	S.E. 92nd Avenue	2	32	-	11,000	12,400			
8.	S.W. 13th Avenue	3W-2E	44W-36E	-	4,300	5,700	10	No	Comp.
	S.W. Alder St.	3	50	-	4,300	5,500			

*NOTE: Top street is main street
Bot. street is cross street

IT "B" PORTLAND CITY-WIDE TRAFFIC SIGNALS

PROJECT NO. EHS-T-5025(19)

EXHIBIT "A"

ADT		Avg. 12 Mo. Acc.	School Xing	Type Signal	Remarks on 1991 ADT
1971	1991				
22,000	24,700	22	No	Pre-timed	Mt. Hood Fwy. Ramp Terminal
3,100	13,200				Mt. Hood Fwy. Ramp Terminal
3,700	5,200	14	No	Pre-timed	
7,800	5,000				Reduction due to opening Stadium-Indust. Fwy.
5,800	6,200	18	No	Comp. Syst.	
4,500	6,000				
7,200	4,300	5	No	Pre-timed	Reduction due to opening Mt. Hood Fwy.
7,100	4,000				Reduction due to opening Mt. Hood Fwy.
4,800	5,700	16	No	Comp. Syst.	
4,300	6,500				
19,300	13,200	7	No	Pre-timed	Diversion to Mt. Hood Fwy.
3,500	5,000				
5,000	12,200	11	No	Pre-timed	
11,000	12,400				
4,300	5,700	10	No	Comp. Syst.	
4,300	5,500				

☑ ENGR. ☑ [illegible] ☑ CE ☒ RE ☑ UE
☑ UPE ☑ [illegible] RE ☒ RPE ☐

SALEM, OREGON
January 21, 1972

TOPICS Project EPS-T-5025( )
Units "B" & "C"
Portland Citywide Traffic Signals

Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

Attached is a revised list of intersections for Units "B" and "C" of the subject project.

You will note that the intersections of N.W. 23rd @ Glisan and S.E. 72nd @ Holgate have been removed from Unit "B" and are now part of Unit "C".

The City of Portland has not submitted the signal plans for these two intersections due to some minor modifications they wish to make in the plans.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
Att.

cc: L. E. George

PORTLAND CITYWIDE TRAFFIC SIGNALS

UNIT "B"

N.W. 21st & Everett

S.W. 12th & Alder

S.W. 12th & Yamhill

S.W. 13th & Alder

S.E. 39th & Clinton

S.E. 50th & Lincoln

S.E. 76th & Division

S.E. 92nd & Woodstock

UNIT "C"

N.W. 23rd & Glisan

N.W. Bridge Avenue & St. Johns Bridge

N.W. St. Helens & Kittridge

S.E. Johnson Creek & 45th

S.W. 45th & Multnomah Blvd.

S.W. Beaverton Hwy. & Capitol

S.W. Terwilliger & Boones Ferry

S.E. 72nd & Holgate

Previous part of Unit "B"

T,

January 20, 1972
(date)

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE 2 RE 1 RPE ☐

Mr. Wayne Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Various City Streets (TOPICS)

Section Portland City-wide Traffic Signals: Unit B, 10 Intersections, per attchd map
Unit C, 6 " " " "

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

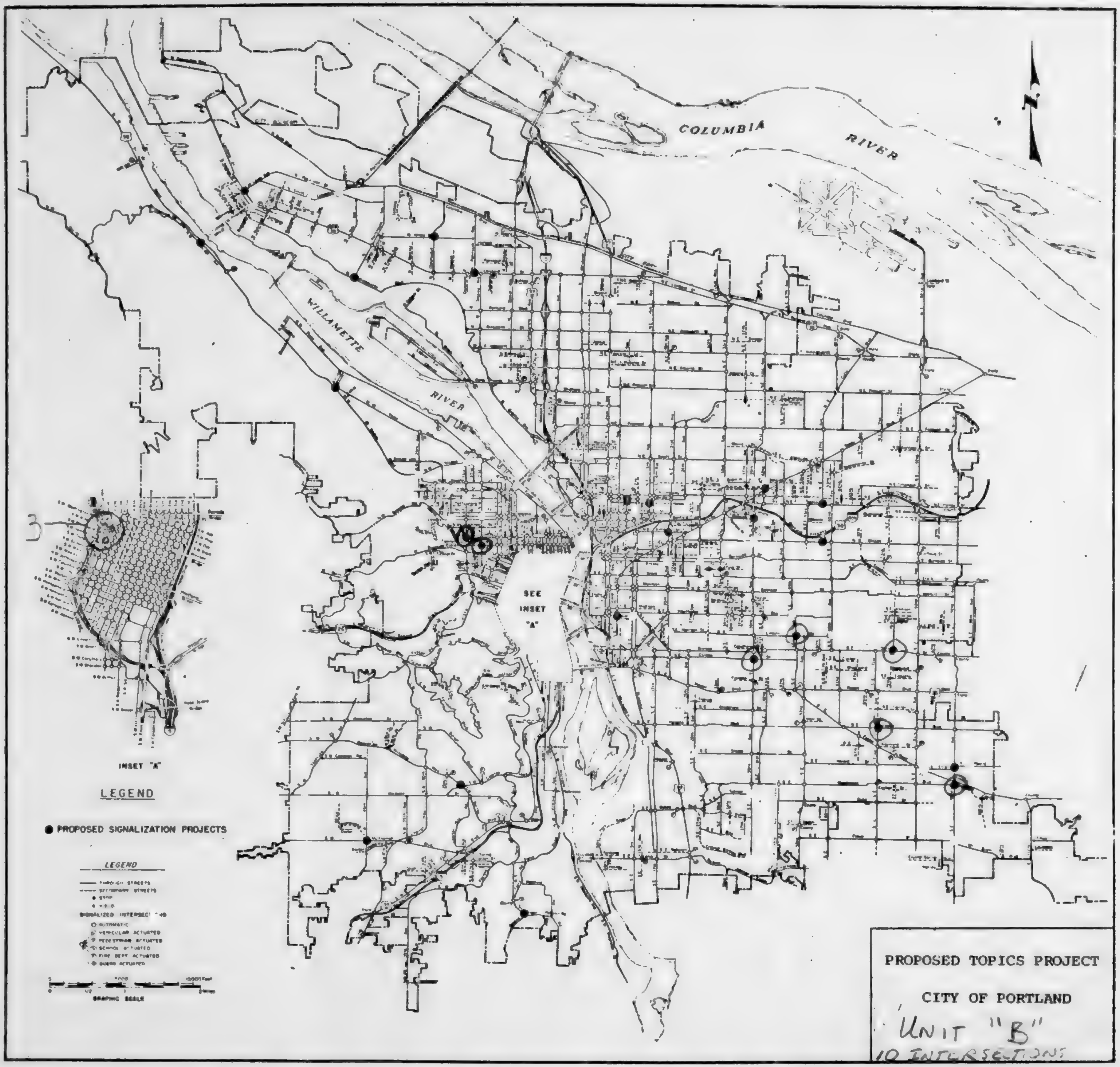
January 25, 1972
(date)

By D. E. Bergstrom
D. E. BERGSTROM-Traffic Engineer

By ____________________
Commissioner

By ____________________
Commissioner

cc: L. H. Young
Attn: Duane Ridings



PROPOSED TOPICS PROJECT

CITY OF PORTLAND

Unit "B"
10 INTERSECTIONS

☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ P ☑ RPE ☐

SALEM, OREGON
January 17, 1972

TOPICS Project EPS-T-5025( )
Unit "B"
Portland Citywide Traffic Signals

Mr. L. H. Young
Program Engineer
BUILDING

Attn: Mr. R. N. Chase

Attached is information concerning Unit "B" of the Citywide traffic signal project for Portland.

Also attached is an intersection breakdown and cost estimate for Units "A", "B", and "C".

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

PORTLAND CITYWIDE TRAFFIC SIGNALS

1971 - 1972 TOPICS PROJECTS

~~GROUP I~~
UNIT "A"

S.E. 7th & Clay
N.E. 9th & Weidler
N.E. 9th & Halsey
N.E. 15th & Halsey
N.E. 20th & Irving
N.E. 39th & Hassalo
N.E. 42nd & Hancock

N.E. 57th & Halsey
N.E. 57th & Glisan
N. Lombard & St. Louis
N. Lombard & Peninsular
N. Willis & Chautauqua
N. Willamette & Portsmouth

$130,000

UNIT "B"
~~GROUP II~~
ALL STANDARD INTERSECTIONS
FIXED TIME CONTROLLERS

N.W. 21st & Everett
N.W. 23rd & Glisan
S.W. 12th & Alder
S.W. 12th & Yamhill
S.W. 13th & Alder

S.E. 39th & Clinton
S.E. 50th & Lincoln
S.E. 72nd & Holgate
S.E. 76th & Division
S.E. 92nd & Woodstock

125,000

UNIT "C"
~~GROUP III~~
COMPLICATED INTERSECTIONS
ACTUATED CONTROL - MAST ARMS

N.W. Bridge Ave. & St. Johns Br. + Traffic Island & Impact Att.
N.W. St. Helens & Kittridge + Traffic Island & Impact Att.
S.E. Johnson Creek & 45th + Pavement overlay
S.W. 45 & Multnomah Blvd.
S.W. Beaverton Hwy. & Capitol
S.W. Terwilliger & Boones Ferry

140,000

Est. PE	25,000
TOTAL	$ 420,000

PORTLAND CITY TRAFFIC SIGNALS (UNIT B)

N.W. 23rd & Glisan	Pre-timed	11,300	← Unit "C"
N.W. 21st & Everett	Pre-timed	22,700	
S.W. 13th & Alder	Comp. Syst.	10,300	
S.W. 12th & Alder	Comp. Syst.	9,400	
S.W. 12th & Yamhill	Comp. Syst.	10,100	
S.E. 50th & Lincoln	Pre-timed	10,000	
S.E. 30th & Clinton	Pre-timed	7,900	
S.E. 72nd & Holgate	Pre-timed	19,500	← Unit "C"
S.E. 76th & Division	Pre-timed	10,800	
S.E. 92nd & Woodstock	Pre-timed	9,000	
		$121,000	

1/13/72

Portland City Traffic Signals (Unit B)

Intersection	Type Signal	Est. Cost	
N.W. 23rd & Glisan	Pre-timed	11,300.00	← Unit "C"
N.W. 21st & Everett	Pre-timed	22,700.00	
S.W. 13th & Alder	Comp. Syst.	10,300.00	
S.W. 12th & Alder	Comp. Syst.	9,400.00	
S.W. 12th & Yamhill	Comp. Syst.	10,100.00	
~~S.W. 45th & Multnomah~~			
S.E. 50th & Lincoln	Pre-timed	10,000.00	
S.E. 39th & Clinton	Pre-timed	7,900.00	
S.E. 72nd & Holgate	Pre-timed	19,500.00	← Unit "C"
S.E. 76th & Division	Pre-timed	10,800.00	
S.E. 92nd & Woodstock	Pre-timed	9,000.00	
		$121,000.00	

1/2 flagging State Share	1,000.00
Temp. Prot.	1,000.00
	123,000.00

Give to Blodorn

RECEIVED
COUNTY & CITY SECTION
JAN 11 1972
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

EHS-T-5018(2) 2nd St.-3rd St. Section, 1972
(McMinnville), Pacific Hwy. West
#7705 (Traffic Signal)

CIH 4290 9-13-71

T

February 10, 1976

Mr. William M. Blum
City Engineer
City Hall
McMinnville, OR 97128

RE: TOPICS Project T-5018(1)
& EHS-T-5018(2)
2nd Street-3rd Street Section
Pacific Highway West

Dear Mr. Blum:

The enclosed itemized statement gives an accounting of the costs for the subject TOPICS project.

The $205.98 check which you have recently received is a refund for overpayment of advance deposit.

Please accept our apology for the confusion in this matter.

Very truly yours,

GEZ
for Richard Unrein
Urban Engineer
County-City Unit

GEZ:dp
Encl.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☒ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** January 23, 1976

CITY McMinnville **Contract No.** 7705 **Date Completed** 9/12/72

PROJECT # EHS-T-5018(2) I-5018(1) **Section** 2nd Street-3rd Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 1,426.24
Payments to Contractor		29,150.00
SFO#1 Replacement of Traffic Signals by State		8,541.63
Construction Engineering		4,420.18
Interest paid to Contractor		137.03
TOTAL PROJECT COST		$43,675.08
Federal Aid funds collected		
Preliminary engineering	$ 881.92	
Construction	20,463.48	21,345.40
BALANCE		$22,329.68
100% State item:		
SFO#1 Replacement of Traffic Signals		8,541.63
Amount to be shared by State & City		$13,788.05
City's share per agreement dated 9/10/71:		
50% of $13,788.05		$ 6,894.02
City's advance deposit 3-1-72		7,100.00
REFUND DUE CITY		$ 205.98

Reference: Billing Form cc 1547

7

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of McMinnville
City Hall
McMinnville, OR 97128

Attention of Mr. Joe W. Dancer
City Manager

Request No. (assigned by staff engineer or head of section) cc 1547

Date January 23, 1976

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: TOPICS Project T-5018(1) & EHS-T-5018(2)
2nd Street-3rd Street Section
Pacific Highway West
City of McMinnville

Covered by agreement dated 9/10/71
Contract No. 7705

Itemized Statement: CLR-DT FILE 501802 Advance Deposit $7,100.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$7,100.00	
		Amount Previously Transferred	6,100.00	$1,000.00
		City costs per attached statement	$6,894.02	
		Amount Previously transferred	6,100.00	794.02
		REFUND DUE CITY		$ 205.98
		(attach itemized statement to invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $7,100

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $6,100

Give the number of the last previous request in connection with this same service. cc 1328

Credit distribution:

36-0601-299	$288.26
36-0603-299	$505.76

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Regional Engineer

Approved: ☐ ENGR. ☐ ASST. ☑ OE ☒ AE ■ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 23, 1976

CITY McMinnville **Contract No.** 7705 **Date Completed** 9/12/72

PROJECT # EHS-T-5018(2) I-5018(1) **Section** 2nd Street-3rd Street

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 1,426.24
Payments to Contractor		29,150.00
SFO#1 Replacement of Traffic Signals by State		8,541.63
Construction Engineering		4,420.18
Interest paid to Contractor		137.03
TOTAL PROJECT COST		$43,675.08
Federal Aid funds collected		
Preliminary engineering	$ 881.92	
Construction	20,463.48	21,345.40
BALANCE		$22,329.68
100% State item:		
SFO#1 Replacement of Traffic Signals		8,541.63
Amount to be shared by State & City		$13,788.05
City's share per agreement dated 9/10/71:		
50% of $13,788.05		$ 6,894.02
City's advance deposit 3-1-72		7,100.00
REFUND DUE CITY		$ 205.98

Reference: Billing Form cc 1547

(MEMORANDUM) **Final Voucher**

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. EHS-T-5018(2)

VOUCHER PERIOD: FROM 1-27-72 TO 9-26-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$42,248.84	$32,150.00	63.65%	$20,463.48	$20,463.48	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	2nd Street-3rd St. (McMinnville) Section					
	Yamhill County					
	Construction					
	Type Code Y031					
	Traffic Signals (Pacific Hwy - at Johnson St.)(City Streets)				Contr. 7705	
	Final Contract Payment Summary	LUmp	Sum		$30,000.00	
	Total Construction Cost				30,000.00	
	Construction Engineering					
	State	All	Required		3,000.00	
	Liquidated Damages	All	Required			
	Final Contract Payment Summary	Lump	Sum		(850.00)	
	Total Participating Cost				32,150.00	
	Nonparticipating Items					
	Interest paid to contractor	All	Required		137.03	
SFO #1	State replacement of Traffic Signals	All	Required		8,541.63	
	Construction Engineering	All	Required		1,420.18	
	Total Nonparticipating Cost				10,098.84	
	Total Cost				$42,248.84	
	AMOUNT CARRIED FORWARD...					

FORM PR-20A (6-71)

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-I

(MEMORANDUM) Final Voucher

RM APPROVED BY
MPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State Of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5018 (1)

VOUCHER PERIOD: FROM 8-24-71 TO 1-27-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$1,426.24	$1,387.54	63.56%	$881.92	$881.92	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	2ND STREET-3RD STREET (MCMINNVILLE)					
	YAMHILL COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering					
	Preliminary Engineering	All	Required		$1,387.54	
	Total Preliminary Engineering Cost				$1,387.54	
	Total Participating Cost				$1,387.54	
	Nonparticipating Items					
	Audit expense	All	Required		$ 38.70	
	Total Nonparticipating Cost				$ 38.70	
	Total Cost				$1,426.24	
	AMOUNT CARRIED FORWARD......					

```
JIHORNE ST          CONT NO 8120   FA PROJ NOS T    511005 100
                       034    0612      201      00 P 1                            14,825.56
                       034    0612      206      00 N 1                                 4.40
                       034    0612      296      00 N 9          24.19CR           12,502.95CR
                       034    0612      298      00 N 9          24.19             12,502.95
                       034    0612      900      00 P 1          16.66              1,172.80
                       034    0612      900      00 N 1                                16.50
                       034    0612      905      00 P 1
                       034    0612      905      00 N 1                                 3.10
                       034    0612      911      00 P 1
                       034    0612      911      00 N 1
                       034    0612      914      00 P 1
                       034    0612      920      00 P 1
                       034    0612      921      00 P 1
                       034    0612      923      00 P 1
                                        TOT      P1              16.66             15,998.36
                                        TOT      N1                                    24.00
                                     ** JOB TOTALS **            16.66   **        16,022.36  **

RS-US99W MCMINNVILL CONT NO 7705 = FA PROJ NOS T    518002 100
                       036    0603      201      00 P 1
                       036    0603      203      00 P 1
                       036    0603      206      00 N 1
                       036    0603      276      01 P 1                             9,036.63CR
                       036    0603      276      01 N 1                             8,541.63
                       036    0603      296      00 N 9         541.52                541.52
                       036    0603      298      00 N 9         541.52CR              541.52CR
                       036    0603      299      00 N 9
                       036    0603      900      00 P 1                               771.42CR
                       036    0603      900      00 N 1                               771.42
                                        TOT      P1                                 9,808.05CR
                                        TOT      N1                                 9,313.05
                                     ** JOB TOTALS **                    **           495.00CR**

 ST AT N MAIN ST    CONT NO 8205 = FA PROJ NOS T    520002 100
                       036    0604      201      00 P 1                            16,684.55
                       036    0604      206      00 N 1                                 7.73
                       036    0604      276      02 P 1         307.51                307.51
                       036    0604      278      01 P 1                                57.45
```

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NO 8120   FA PROJ NOS T   511005 100                                                                    STATE
34   0612     201      00 P 1                              14,825.56           14,825.56       75
34   0612     206      00 N 1                                   4.40                4.40       75
34   0612     296      00 N 9              24.19CR         12,502.95CR         14,418.76CR     74
34   0612     298      00 N 9              24.19           12,502.95           14,418.76       74
34   0612     900      00 P 1              16.66            1,172.80            1,303.88       74
34   0612     900      00 N 1                                  16.50               29.67       75
34   0612     905      00 P 1                                                      80.06       74
34   0612     905      00 N 1                                   3.10                3.10       75
34   0612     911      00 P 1                                                   1,272.02       74
34   0612     911      00 N 1                                                        .31CR     74
34   0612     914      00 P 1                                                     101.13       75
34   0612     920      00 P 1                                                      53.28       74
34   0612     921      00 P 1                                                     748.48       74
34   0612     923      00 P 1                                                      72.92       74
              TOT      P1                  16.66           15,998.36           18,457.33
              TOT      N1                                      24.00               36.86
           ** JOB TOTALS **                16.66   **      16,022.36   **      18,494.19   **

NO 7705 = FA PROJ NOS T   518002 100                                                                    STATE
036  0603     201      00 P 1                                                  30,000.00       72
036  0603     203      00 P 1                                                     850.00CR     72
036  0603     206      00 N 1                                                     137.03       74
036  0603     276      01 P 1                               9,036.63CR                         75
36   0603     276      01 N 1                               8,541.63            8,541.63       75
36   0603     296      00 N 9             541.52              541.52           26,563.48CR     72
36   0603     298      00 N 9             541.52CR            541.52CR         20,463.48       72
36   0603     299      00 N 9                                                   6,100.00       72
036  0603     900      00 P 1                                 771.42CR          3,000.00       72
036  0603     900      00 N 1                                 771.42            1,420.18       72
              TOT      P1                                   9,808.05CR         32,150.00
              TOT      N1                                   9,313.05           10,098.84
           ** JOB TOTALS **                        **         495.00CR**       42,248.84   **

NO 8205 = FA PROJ NOS T   520002 100                                                                    STATE
36   0604     201      00 P 1                              16,684.55           16,684.55       75
36   0604     206      00 N 1                                   7.73                7.73       75
036  0604     276      02 P 1             307.51              307.51              307.51       75
36   0604     278      01 P 1                                  57.45               57.45       75
```

FINALED FA PROJECTS

FAP No.	Contr. No	Prefix	Description 1-21-76	FA Funds	Date
FG-176(20)	—	24-1087	Liberty & Commercial Sts. (Salem) RR Xings	$ 17,746.71	1-21-76
I-5-9(75)	7547	617-1074	6th St. @ Morgan Lane (Grants Pass)	22,462.06	"
I-5-5(54)	7692	624-1083	Market St. Interch.	21,353.72	"
I-ENGY-(1)	—	—	Modification of Speed Limit Signs (I)	10,819.63	"
RF-ENGY-(1)	—	—	" " " " " (RF)	4,925.10	"
RS-ENGY-(1)	—	—	" " " " " (RS)	1,004.91	"
T-5010(8) ✓	7949	20-0609	Franklin Blvd. @ 11th Ave. (Eugene)	33,552.29	"
T-5012(1) ✓	7917	17-0601 17-0603	4th St.-5th St. (Grants Pass)	35,430.83	"
T-5018(2) ✓	7705	36-0603	2nd St.-3rd St. (McMinnville)	20,463.48	"
T-5019(4) ✓	7912	15-0606	City Wide Traf. Signals (Medford)	13,706.99	"
T-5026(1) ✓	—	10-0601	City of Roseburg (Urban Area)	3,219.08	"

TOPS
36-0603

CITY OF
McMinnville
CITY HALL • Telephone 472-6191
McMINNVILLE, OREGON 97128

December 22, 1975

RECEIVED
☐ RME ☐ RSO ☐ ROC ☐ RPE
S

Mr. Philip O. Sterns
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 30
Salem, Oregon 97310

Dear Mr. Sterns:

Subject: Second and Adams; Second and Baker;
Third and Baker Traffic Signals
Contract 7705-EHS-T-5018 (2)
City of McMinnville

This letter concerns our telephone conversation of Thursday, December 18, in regard to the above project. I have discussed the traffic signals with my City Engineer, and they seem to be functioning properly. He informed me that while I was away on vacation he received a letter from Mr. L. E. George dated December 8 advising that all maintenance would now be the responsibility of the City of McMinnville. Mr. Blum assumed that in essence they were stating that we must accept the project.

The City of McMinnville is willing to approve the completion of the contract and accept the responsibility of maintenance of the signals.

Yours truly,

Joe W. Dancer
City Manager

JWD:JNF

cc: L.E. George
C.T. Keasey

RECEIVED
COUNTY & CITY SECTION
DEC 30 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☒ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

December 8, 1975

Mr. William M. Blum
City Engineer
City of McMinnville
City Hall
McMinnville, OR 97128

RECEIVED
COUNTY & CITY SECTION
DEC 9 1975
☑ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

Dear Mr. Blum:

On March 15, 1974, you directed correspondence to our County-City Unit concerning the TOPICS traffic signal installations at Second and Adams, Second and Baker and Third and Baker. The correspondence indicated that the equipment, as installed by the contractor, was not operating properly as required by the project specifications.

Subsequent to your letter, I and other personnel from the Highway Division met with you concerning the operation of the signal system. Based on that meeting, the State agreed to remove the equipment installed under the contract and replace it with equipment from State stock. In addition to that work, it was also agreed that the State would install fire pre-emption equipment of a nature that would provide reliable operation.

After considerable delay caused by the delivery of the fire pre-emption equipment, the work outlined above was performed. As an additional service, we also worked very closely with the McMinnville Fire Department to insure their proper operation of the fire pre-emption equipment.

All signal revision work agreed to by the Highway Division was completed several months ago. The equipment that you now have installed is the best and most reliable that is on the market today. It should be realized, however, that no traffic signal equipment is completely maintenance free and that there will be the occasional work that will have to be done to keep the system operating properly. By previous State-City agreement, the City of McMinnville is responsible for the maintenance of the traffic signal installations.

The purpose of this letter is to advise you that all future maintenance of this equipment will be the responsibility of the City and that the Highway Division will no longer perform any maintenance of any portion of these installations. If the City desires by special arrangements with the State, maintenance functions can be performed on the signal equipment at the City's cost.

Very truly yours,

L. E. George
Traffic Engineer

LEG:ds

bc: R. L. Schroeder
D. H. Moehring
C. O. Fredrickson
D. N. Harwell
R. T. Judson
Jack Sollis

[illegible]

[illegible]

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: EHS-T-5018(2)

VOUCHER PERIOD: FROM 1-27-72 TO 9-26-75

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$42,248.84	$32,150.00	63.65%	$20,463.48	$20,463.48	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	2nd Street-3rd St. (McMinnville) Section					
	Yamhill County					
	Construction					
	Type Code Y031					
	Traffic Signals (Pacific Hwy - at Johnson St.)(City Streets) Contr. 7705)					
	Final Contract Payment Summary	LUmp	Sum		$30,000.00	
	Total Construction Cost				30,000.00	
	Construction Engineering					
	State	All	Required		3,000.00	
	Liquidated Damages	All	Required			
	Final Contract Payment Summary	Lump	Sum		(850.00)	
	Total Participating Cost				32,150.00	
	Nonparticipating Items					
	Interest paid to contractor	All	Required		137.03	
SFO #1	State replacement of Traffic Signals	All	Required		8,541.63	
	Construction Engineering	All	Required		1,420.18	
	Total Nonparticipating Cost				10,098.84	
	Total Cost				$42,248.84	

AMOUNT CARRIED FORWARD..

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973-521-266/5023 3-I

Summary of Completed Federal Aid Work

2nd Street-3rd Street (McMinnville) Section

EHS-T-5018(2)

Description	Type Code	Total Cost	F.A Funds	Total Length
Traffic Signals	Y031	$42,248.84	$20,463.48	0.00 Mile

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYME T VOUCHER - COVER SHE

FISCAL YEAR	PAYEE General Service Electric, Inc. P.O. Box 1435 Bellevue, WA 98009	VOUCHER DATE 8-9-74	TOTAL AMOUNT $ 200.00

WARRANT NUMBER	CONTRACT NO. 7705	ESTIMATE NO. 5 final	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
	PERIOD COVERED: to 9-12-72		
	APPROVED: DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________________

______________________ (IF FIRM OR CORP., STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

FORM 81-734-A20X TEMP.

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

734-1020

COUNTY: YAMHILL

CONTRACT NO: 7705

ESTIMATE NO: 5

PREFIX NO'S:

HIGHWAY: PACIFIC WEST

FEDERAL AID PROJECT NO: EHST5018002

SECTION: 2ND ST-3RD ST (MCMINNVILLE)

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS A
001	1P TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	1000.0000	100.000	1000.00	10
002	1P TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	28850.0000	100.000	28850.00	285
	PRICE AGREEMENT ITEMS					
30101	1P ADJUST PEDESTRIAN SIGNALS	LUMP SUM	150.0000	100.000	150.00	1
	ADJUSTMENT ITEMS					
6001	P LIQUIDATED DAMAGES	DAYS	50.0000-	18.000	900.00-	9
6001A	P LIQ DAM TIME EXT 6-5-73	DAYS	50.0000	1.000	50.00	

Type Code	"P" Constr. Cost	"N" Constr. Cost	Liq. Damages	Total C
Y031	$ 30,000.00	$ 0.00	$ (850.00)	$ 29,150.

DATE: 08 09 74 PG. 01 7705

PREVIOUS VOUCHER NO: 6380

CHECKED BY: CP / SW

ENGINEER OR AUDITOR: D. E. Beecroft

TOTAL CONTRACT ITEMS	29150.00	2915
% RETAINED ON CONTRACT ITEMS		20
FORCE ACCOUNT		
TOTAL PAYMENTS	29,150.00	28.950

YAMHILL	CONTRACT NO 7705	ESTIMATE NO 5	PREFIX NO'S
IFIC WEST	FEDERAL AID PROJECT NO EHST5018002		
ST-3RD ST (MCMINNVILLE)			

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CT TRAFFIC	LUMP SUM	1000.0000	100.000	1000.00	1000.00	
CETE	LUMP SUM	28850.0000	100.000	28850.00	28850.00	
	LUMP SUM	150.0000	100.000	150.00	150.00	
	DAYS	50.0000-	18.000	900.00-	900.00-	
	DAYS	50.0000	1.000	50.00	50.00	
	Type Code	"P" Constr. Cost	"N" Constr. Cost	Liq. Damages	Total Cost	
	Y031	$30,000.00	$ 0.00	$ (850.00)	$29,150.00	
	TOTAL CONTRACT ITEMS			29150.00	29150.00	
	% RETAINED ON CONTRACT ITEMS				200.00	200.00
	FORCE ACCOUNT					
	TOTAL PAYMENTS			29,150.00	28,950.00	200.00

EXCERPT FROM COMMISSION MEETING MINUTES
October 24, 1973

EHS-T-5018(2)

Item: 4e(6)

Mr. Johnson presented for confirmation requests from contractors for extensions of time within which to complete highway contracts without assessment of liquidated damages. These requests have been carefully investigated and the results of the investigations have been reported to the Commission by letter.

The contractors have also been advised by letter as to the extensions of time. The Commission confirmed action as follows:

> General Service Electric, Inc., Contract No. 7705, traffic signal at 2nd & 3rd Streets in McMinnville in Yamhill County. Contractor's second request for an extension of time. The Commission confirmed denial.

njc

STATE COPY

9-23-75

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Yamhill	DIVISION Oregon
DATE OF REPORT 9-23-75	REPORT MADE BY S. O. Deocampo, Highway Engr Trainee		PROJECT NO. EHS-T-5018(2)
COMPLETION DATE 9-12-72	ACCEPTANCE DATE BY CONTRACT AGENCY 7-10-74	TIME ELAPSED 113 %	CONTRACT TIME 130 CD
APPROVED EXTENSIONS 1 day	LOCATION 2nd St.-3rd St (McMinnville)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
SEP 2
Washington

2ND-3RD STREET (MCMINNVILLE)
PACIFIC WEST HIGHWAY
Traffic Signals

This project consisted of installing traffic signals at 2nd Street and Adams Street, 2nd Street and Baker Street, and 3rd Street and Baker Street.

The project was completed September 12, 1972. The contract provided for 130 calendar days. The contractor used 148. An 18-day extension had been requested by the contractor due to a delay in the acquisition of a controller. However, a lack of documentation by the contractor allowed only a 1-day extension. This left liquidated damages of 17 days or $850 in effect.

The final contract cost was $32,991.25 which was a slight underrun.

NOTED
H.S.COULTER

RECEIVED
SEP 29 1975
Office of
Assistant State Highway Engineer

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer	
TITLE P. V. Riedl Area Engineer	DATE 9-24-75	TITLE G. K. Hossner District Engineer	DATE SEP 26 1975

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

CARD AL — To be completed by Washington Headquarters Personnel: 2–4 | 5–8 | 9–12 | 13–15 | 16–18 | 19–22 | 23–24 | 25–27 | 28–30 | 31–33

PART A (To be completed by FHWA or State Highway Personnel (See instructions on reverse))

STATE Oregon	COUNTY Yamhill	FEDERAL PROJECT NO. EHS-T-5018(2)	URBAN (X) RURAL ( )

CARD A

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		7031		DATE STARTED May 25, 1972
20	FINAL CONSTRUCTION COST	DOL.	$ 30,000		DATE COMPLETED September 12, 1972
21	LENGTH OF PROJECT	MILES	0.03 mi.		TOTAL NO. BRIDGES

PART B (To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)

ITEM	DESCRIPTION	TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	917	6,815

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	20,091	
	9	PETROLEUM PRODUCTS	GAL.		
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	MFBM.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 3-72)

7705

August 27, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5018(2)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7705, Work Completed September 12, 1972

Project 2nd St. - 3rd St. (McMinnville)

Highway Pacific West

County Yamhill

Acceptance: Transportation Commission July 10, 1974

Federal Highway Administration December 1, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DL:bz

cc: Richard Hacek
R. D. Church

7705

August 16, 1974

St. Paul Fire & Marine Ins. Co.
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

On July 15, 1974, we wrote to you concerning release of final payment on Contract No. 7705 awarded to General Service Electric, Inc., for work on 2nd Street-3rd Street Section of the Pacific Highway West in Yamhill County.

Final payment on this contract is $200 and the total contract amount is $29,150. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sar

cc General Service Electric, Inc.
P. O. Box 1435
Bellevue, WA 98009

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 23, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Green:

1975 Annual TOPICS Report
Project Evaluations

As requested in your April 11 letter, attached are evaluations of the following listed TOPICS projects for the 1975 Annual TOPICS report:

BEAVERTON: TOPICS Project T-5025(8), SW Erickson Avenue-SW Main Avenue, SW Sixth Street

BEND: TOPICS Project EHS-T-5005(4), Hill Street at Portland Avenue

GLADSTONE: TOPICS Project T-5025(7), SE McLoughlin Boulevard at Glen Echo Avenue

KLAMATH FALLS: TOPICS Project EHS-T-5015(3), Shasta Way at Washburn Way

✓ MC MINNVILLE: TOPICS Project EHS-T-5018(2), Baker Street at 2nd Street and 3rd Street, 2nd Street at Adams Street

NEWPORT: TOPICS Project T-5021(2), US101 at US20 and West Olive Street

ONTARIO: TOPICS Project EHS-T-5023(3), SW 4th Avenue and SW 9th Avenue

NOTED
R N CHASE

PORTLAND: TOPICS Project T-5025(1), SE 67th Avenue-SE 92nd Avenue, SE Stark Street-SE Washington Street Couplet

SALEM: TOPICS Project T-5028(1), SE Mission Street at SE 25th Street

These TOPICS projects were completed in 1972 and in each case, the 1971 accident data was used for the "before" period and the 1973 accident data was used for the "after" period.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Assistant State Highway Engineer

Attachments

bc: F. B. Klaboe
A. E. Johnson
R. L. Schroeder
L. W. Rulien
H. S. Cox

GEZ:ljt kmb

RECEIVED
JUL 24 1974
PROJECT MANAGEMENT SECTION

7705

July 15, 1974

St. Paul Fire and Marine Ins. Co.
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

Contract No. 7705 awarded to General Service Electric, Inc., for a traffic signal installation on 2nd Street and 3rd Street in McMinnville of the Pacific Highway West in Yamhill County was completed on September 12, 1972, and accepted by the Administrator and State Highway Engineer on July 10, 1974.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before July 20, 1974.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

7-11-74

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on July 10, 1974 I accepted the following:

Contract No. 7705, Work Completed Sept. 12, 1972

Project 2nd St. - 3rd St. (McMinnville)

Highway Pacific West County Yamhill

Type of Work Traffic Signal Installation

Contractor General Service Electric, Inc.

Klaboe

Administrator and
State Highway Engineer

7705

July 9, 1974

TO F. B. Klaboe
Administrator and State Highway Engineer

FROM C. T. Keasey
Construction Engineer

SUBJECT Highway Project Acceptance

Contract No. 7705, Work Completed September 12, 1972

Project 2nd. St. - 3rd. St. (McMinnville)

Highway Pacific West, County Yamhill

Type of Work Traffic Signal Installation

Contractor General Service Electric, Inc.

Recommended Acceptance Date July 10, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

VG:bz

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart

7705

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 27, 1974

FILE: 36-0603

Routing
RECEIVED
JUN 28 1974
CONSTRUCTION SECTION
Walker

FROM: Gerald W. Wimer Gerald Wimer
REGION CONSTRUCTION ENGINEER

TO: C. T. Keasey
CONSTRUCTION ENGINEER

SUBJECT: State Force Order #1
Traffic Signal Installation
McMinnville TOPICS Project
Pacific West Highway
Contract #7705

The attached State Force Order calls for replacement of three traffic signal controllers and the replacement of the existing fire preemption system at two intersections and to install locking devices on all signal heads. This order is to be on a non-participating basis both with the Federal Highway Administration and the City of McMinnville.

This work and the financial arrangements are at the instructions of Traffic Engineer, L. E. George. Your approval is recommended.

7-5-74
Approved work to be done as Minor Betterment order Not overrun of Contract. — H
Coulter
Asst. State Hwy. Engr.

NOTED
H. S. COULTER

NOTED
W.B. RICHARDS

GWW/elk
Attachs.
cc: Gary Ross: Please submit an authority to overrun the project authorization.

FORM 6-30

S

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 17, 1974

TO C. O. Fredrickson
Region II Engineer
SALEM

FROM
L. E. George
Traffic Engineer

SUBJECT Traffic Signal Installations
2nd & Baker
2nd & Adams
3rd & Baker
City of McMinnville

As you know, Rick Kuehn of your office, Don Harwell from the County-City Unit and I contacted the City of McMinnville concerning the traffic signal installations made at 2nd and Baker, 2nd and Adams, and 3rd and Baker which were installed under TOPICS project ESH-T-50818(2). Bill Blum, City Engineer for McMinnville, represented the City at this meeting.

A review of the files and a discussion of the final inspection procedures involved with the project indicate that some of the workmanship performed under the project and some of the equipment installed under the project should not have been approved by the State. Fire pre-emption equipment installed under the original contract did not perform properly from the time that it was turned on. Several months were spent periodically attempting to place this equipment in proper operation. The City informed me that they have ceased using this equipment because of the unreliability experienced over the past year or so that the signals have been in operation and the potential hazards resulting from this operation.

The specifications for this project also call for locking rings and a pin arrangement to be used to ensure stability of the overhead traffic signal housing. Subsequent movement of the signal heads in high winds has indicated that these devices are not present nor were they installed under the contract. Apparently, no overhead inspection of the equipment was made before final acceptance of the project.

NOTED
R. L. SCHROED

RECEIVED
APR 1 8 1974
Office of
Assistant State Highway Engineer

Signal control equipment has for a variety of reasons also malfunctioned from the time that the signals were originally placed in operation. The two traffic signals on 2nd Street have experienced the majority of operating difficulties. A portion of the control equipment malfunctions were created by the improper operation of the pre-emption equipment. Other items have apparently malfunctioned within the controller equipment that should have been discovered during the final inspection procedures.

Based on the State's responsibility in performing final inspection work for traffic signal control projects, this office recommends that the following items be accomplished:

1. The three controllers installed under the TOPICS contract be removed and replaced with new pretimed units from State stock and by State forces. When the existing controllers are removed, they can be reconditioned and a salvage value assigned with the equipment being used for State stock. This recommendation is made based on the fact that the City refuses to maintain or accept any responsibility as long as the existing original control equipment remains in place.

2. In order to obtain proper operation from the fire pre-emption equipment which was installed under State specifications and paid for 100% by the City, it is recommended that the existing pre-emption equipment be removed completely and that new fire pre-emption equipment designed by Bob Judson of our Electrical Shops be built and installed by State forces.

3. It is also recommended that State forces install pinning devices in all of the overhead vehicle signals to prevent their movement under high wind conditions.

4. At such time as Items 1 and 2 are completed and placed in operation by State forces, it is recommended that the entire system be given an operating inspection in the presence of appropriate City officials, after which responsibility for all future maintenance and operation would be the City of McMinnville's.

All of the above work is recommended as a non-participating charge against the existing contract. The term "non-participating" would include the City as well as the Federal Highway Administration. I did indicate to the City that these recommendations would be made. In turn, the City indicated that they would be agreeable to accepting all future maintenance responsibility contingent upon the above-mentioned items being accomplished.

These recommendations are made on the basis that the State failed to properly perform certain elements involving the final inspection procedures and that we do have a moral responsibility for placing the system in proper operation since the City in good faith deposited their money for their share of the project assuming that the technical and engineering details would be cared for as part of the project.

LEG:kw

cc: R. L. Schroeder
L. W. Rulien
J. L. Sollis

T

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

March 28, 1974

RECEIVED
COUNTY & CITY SECTION
MAR 29 1974
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ BE ☑ RPE ☐

Mr. L. W. Rulien
Project Management Engineer
State Highway Building
Salem, OR 97310

Re: Topic Project EHS-T-5018(2)
Second Street-Third Street Section
Adams Street-Baker Street Couplet
Pacific Highway West
City of McMinnville

Dear Mr. Rulien

I have read the information submitted to you on March 19, 1974 by Mr. Bladorn and would conclude that the City certainly has every right to be irritated at the problems that have occurred with this traffic signal.

The only caution I can advance at this time is that if the State accepts the maintenance of the signal and it continues to be a problem that we will be the subject of a lawsuit if there is an accident at the intersection.

It would appear from reading the correspondence that either the job was done in a very unsatisfactory manner or that the traffic controller we have at that intersection is not worth a damn. I know that we have had considerable difficulty with certain traffic controllers at other intersections and I know that one type of controller has been taken off our list as acceptable in any contracts and it might be an incentive to the outfit that manufactures this one to inform them that if they don't get all the kinks out of it they will end up in the same category. ✓

Note 4-3-74
[illegible]

Monday
2pm
4-8-74

Sincerely

Jack L. Sollis
Assistant Attorney General

4-11-74
met with City.
Bud will write letter
& attempt to redo a
portion of project under
ongoing contract with
no participation by [illegible]
[illegible]
[illegible]

jv

cc: Richard Bladorn, Urban Program Engineer

[illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 19, 1974

FILE:

~~FROM:~~ TO: Mr. L. W. Rulien
Project Management Engineer
BUILDING

~~TO:~~

Richard Bladorn

FROM: Richard Bladorn
Urban Program Engineer
County & City Unit

SUBJECT:

TOPICS Project EHS-T-5018(2)
2nd Street-3rd Street Section
Adams Street-Baker Street Couplet
Pacific Highway West
City of McMinnville

The subject TOPICS project consisted of the installation of traffic signals at three intersections and was completed September 12, 1972. Since that time several attempts have been made to bring the signals to an operative condition acceptable to the City. As you can see by the attached correspondence, the City is still not satisfied and feels more work must be done before they will accept the project.

One thing which might prompt their acceptance is for the State to assume maintenance responsibilities for the signals.

Technically, the City has a well founded point backing their request. On September 8, 1971, the State Highway Commission approved a policy statement whereby the State would provide maintenance on signal projects on state highways. The City-State agreement for this project contains an item requiring the City to provide maintenance, however, even though the City signed the agreement on September 7, 1971, it was not signed by the Highway Commission Secretary until September 10, 1971. This time lag of two days could possibly nullify the maintenance item in the agreement, making the State the responsible party.

If, after reviewing the attached material, you agree, it is recommended that a letter be sent to the City indicating that we will assume maintenance of these three signals in return for a letter of acceptance of the project from the City.

George Fredrickson etc.
to meet (Put system right)
give to city per agreement
R

RB:ljt
Att.

cc: L. E. George, w/att.
J. L. Sollis "
C. O. Fredrickson, w/att.

NOTED
R N CHASE

RECEIVED
MAR 19 1974
PROJECT MANAGEMENT SECTION

T

CITY OF
McMinnville
CITY HALL • Telephone ~~[illegible]~~ 472-9371
McMINNVILLE, OREGON 97128

March 15, 1974

RECEIVED
COUNTY & CITY SECTION
MAR 18 1974
☐ ENGR. ☑ COOR. ☐ [illegible] T/E ☑ UE
☐ UPE ☑ CE ☐ RE ☐

Mr. H.S. Cox, County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Or. 97310

ATTN: Richard Bladorn, /
Urban Program Director

Re: TOPICS, Signalization
McMinnville, Oregon

Dear Dick:

I am responding as per our telephone conversation of March 12, 1974.

The TOPICS installations at 2nd and Adams, 2nd and Baker and 3rd and Baker have experienced a number of differing problems since they have been installed. The problems have ranged from total failure due to pre-empt equipment, motor drives, flasher units, burnt contacts, unknowns, etc., to inconvenience of having signal heads pointing the wrong way when the wind blows.

The last malfunction occured February 1, 1974 at 2nd and Adams and was of a short duration. The timer motor stopped in mid-cycle, not at the coordination key, and restarted before we could disconnect the system to leave it in fail position for your people to look at so no call was made. No apparent problem has occured since, with the motor drive, but we have full confidence it will, as this unit has failed December 1, 1973, December 12, 1973, December 18, 1973, January 10, 1974 and February 1, 1974 in the past couple of months. Two of these dates required your maintenance people. ✓

The last flasher unit burnout was 3rd and Baker on December 27, 1973.

The signal head installations are another problem. The heads wobble in the wind and then weather-vane, which doesn't help the traffic to any extent. Several are tied with wire to the mast arms to hold them in position and one is tied to keep tension from the wiring, as that was all that was holding it when we called out a Power Department crew on a weekend for $81.96 to save it from falling into the traffic - possibly on a car. ✓ It would seem that if it is not in the State specifications, it should be, that when using rigid mast arm mounts, keys should be required on the lock nuts to insure that they stay tight. We are presently lining up the repair of heads at 3rd and Davis and 3rd and Ford (not in this project) which have the same problem and this will be what I consider an uncalled for expenditure of public funds.

Another point of problem with the signals is the flasher units and the contact points. The flasher units burn out in a year and the contact points are badly burned in the same period. We are informed by the manufacturer that this is normal wear for the specified equipment. It would seem that where you expect the small cities to maintain this equipment after installation, it would not be out of reason to specify heavier contacts where double heads are installed so as to adequately handle the amperage loads designed into the system.

I would like to further point out that at least once there has been accusations by the factory representative that we had been tinkering with the equipment which caused the problems; our tinkering was to open the box, switch the signal to flash, try to observe what had failed and call the State.

Our position regarding the three signals is one of disbelief as to the variety of different failures which have occured since their installation, while, at the same time we have experienced only one controller problem with the other two signals in this City since they were installed about four years ago. We are reluctant to say we accept the work as this would create an expensive burden upon our maintenance budget if the failure and breakdown problems continue. I cannot say whether the units are "lemons", damaged, or poorly installed, but from our point of view, their operation reliability has been very poor. We would like some assurance from the State regarding maintenance of items which we consider as under-designed such as contacts and unkeyed (or improperly keyed) head mounts. Also, next time you have a crew in this area we would like to try the pre-empt system. It has not been used due to previous problems and at this time we don't know if it works or not and we are reluctant to experiment and chance another failure. Our P.R. with the motoring public regarding these signals is low, as is.

I understand that soon after this contract and maintenance agreement was signed, the State dropped the maintenance agreement on any future installations. If this is the case, the City of McMinnville would like a reconsideration of maintenance responsibility on this TOPICS installation.

Very truly yours,

William M Blum

William M. Blum,
City Engineer

WMB:dc
cc/City Manager

7705

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 21, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Second Request for Time Extension
McMinnville Traffic Signals
Contract No. 7705

General Service Electric, Inc., contractor on this project, has made a second request for time extension and has submitted additional documentation about the availability of controller parts for signals. The first request resulted in approval of a one-day extension for extra work, leaving 17 days and $850 liquidated damages in effect. The first extension of time request was approved at your July 10, 1973 meeting.

The additional information submitted by the contractor has been reviewed and does not provide a proper basis to extend the time on this project. It relates to material supply problems more recent than the time covered by this project in 1972.

I have therefore denied the request for additional time extension. This was a TOPICS project, but denial does not require concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the October 24 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw dpy

7705

September 21, 1973

General Service Electric, Inc.
P. O. Box 1435
Bellevue, WA 98009

Gentlemen:

Re: McMinnville Traffic Signals
Contract No. 7705

Your second request for extension of this contract time has been considered, including a review of the additional information your controller supplier provided regarding certain material shortages. The several articles and letters from various manufacturers and suppliers are all dated in 1973. Most of the information therein seems to relate to supply situations more recent than the term of this contract. Bids on this project were opened February 24, 1972 and the project was completed by September 12 of the same year.

We do not find a proper basis to extend the time on this contract and your request is therefore denied.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
V. L. Gallagher

JAB:fw dpy

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1973

SUBJECT: McMinnville Traffic Signals
Contract No. 7705
Second Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

General Service Electric, Inc. has now submitted additional documentation about the availability of controller parts for signals. Their first request resulted in approval of only one day extension (for some EWO work) leaving 17 days and $850 liquidated damages in effect. We faulted the contractor's first request as being inadequately documented.

The contractor makes a more convincing case now with this new material. He submits correspondence from eleven different firms who are either manufacturers or material suppliers of components used in signal controllers. These letters cite different facets of a common theme of scarcity and delay. I note that all these letters were written since February of this year whereas bids on the project were opened a year earlier, on February 24, 1972. This subject contract was completed September 12, 1972.

This new documentation makes a pretty convincing case for delay beyond the contractor's control today. It still leaves some question as to how accurate it would be for almost a year earlier as far as the subject contract was concerned. One of the letters (May 21, 1973 from Mallory Capacitor Company) would clearly not apply to the subject contract. In fact, if anything, it hurts the contractor's case by citing a change to much longer lead times and scarcity since the last quarter of 1972, which was after our contract was completed. The May 4 letter from Alloy Die Casting Company cites scarcity of aluminum but the information all seems to be applicable just to 1973.

It almost appears that this contractor has put together this nice documentation for use on several contracts, and perhaps aimed at more recent contracts.

I recommend against the requested extension. This was a TOPICS project and extension would require FHWA concurrence. Please advise which way you wish to go and we will prepare draft letters accordingly.

JAB:fw
Enc.

GENERAL SERVICE ELECTRIC, Inc.
P.O. Box 1435 • 13306 S.E. 30th • Bellevue, Washington 98009 • Telephone: (206) 746-9700

July 27, 1973

Mr. D. E. Beecroft, P. E.
Oregon State Highway Department
P. O. Box 885
Salem, Oregon 97301

2nd Street - 3rd St. (McMinnville)
Contract 7705 J-0441

Gentlemen:

Please review the enclosed letter and documents from our controller supplier, Econolite, dated June 28, 1973, providing additional information relative to the time extension we requested December 26, 1972. Hopefully, a decision will be forthcoming soon.

Very truly yours,

GENERAL SERVICE ELECTRIC, INC.,

Donald S. Gerard, per

Donald S. Gerard, President

DSG:af

Encl.

RECEIVED
JUL 30 1973
NOTED
C. E. PAYTON
Noted by
J. K. Valentine

SPECIALIZING IN HIGHWAY ILLUMINATION AND TRAFFIC SIGNALS

(T)

36-0603

ECONOLITE

Solving Tomorrow's Traffic Problems...Today

REGION 2 ENGINEER
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SEP 18 1973
F 9 4 K C
ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

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COUNTY & CITY SECTION
SEP 25 1973
☑ ENGR. ☑ COOR. ☑ CE ☑ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

September 17, 1973

Mr. Richard Kuehn
Regional Traffic Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

Subject: OSHD Contract #7705
McMinnville - Our S. O. 5724-10

Dear Mr. Kuehn:

Attached is a copy of the response to my inquiry on the contacts for this project.

As you know, we attempted to select a contact for analyzation which was representative of those showing the greatest degree of arcing. From Mr. Weseloh's reply on the contact sent to him, we can conclude that the remaining contacts are showing no more than the normal expected burning.

Please notify us if you have any further questions.

Already in agreement - see Page 4. Item 6 and page 6 Item 3. BLADORN

cc Don Hamm w/attach

City of McMinnville should be given follow up letter by your office making them responsible for maintenance Weseloh recommends. D. [illegible]

Very truly yours,

ECONOLITE, A Division of
Altec Corporation

E T Gossack

Edward T. Gossack
District Manager

ETG/d
Enclosure
cc: Mr. J. Butler, OSHD - enclosure
General file - enclosure

cc: William Blum, McMinnville City Engr.
Bill Lehman

9/27/73
E.K.

To: : Ed Gossack
Date: : September 10, 1973
From: : Mark Weseloh
Subject: : Type "F" Contact -
Your Memo dtd 8-31-73

ECONOLITE
INTER-OFFICE CORRESPONDENCE

Copy To: Contact File

Received the sample burned contact you have submitted for evaluation.

The probable problem was a loose or stripped inside nut. On an electrical connection, anytime you have this condition you will experience increase burning or arc over due to the increased resistance.

Also the burning on this contact does not seem excessive considerihg the 600 Watt incandescent lamp load for a period of 12 1/2 months.

As routine maintenance all contacts should be cleaned using a burnishing tool or otner appropriate tool at least once a year.

Mark Weseloh
Mark Weseloh
Eng. Mgr., Cust. Des.

ka

[illegible] - 0603

T

ECONOLITE - 3685 Market St. N. E.
S[illegible]em, Oregon

To Mark Weseloh
Location Anaheim

From Ed Gossack
Location Salem, Oregon

Date August 31, 1973

Subject Type "F" Contact

REGION 2 ENGINEER
RECEIVED
SEP 12 1973
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RUE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

We have sent a Type "F" contact to you for analysis.

The City of McMinnville is concerned that they are receiving excessive burning of these. Would you please inspect this and provide me with your findings. Please be informed that the rounding on the edge is due to removal with a pair of pliers.

This particular contact is from a circuit carrying a load of 4-150 watt lamps and has been in operation 12½ months.

Thank you for your assistance.

cc: R. Keene - OSHD - Region 2
co-Hwy
Traff

REGION 2 ENGINEER
RECEIVED
SEP [illegible] 1973
☐ RE ☐ RCE ☐ RME K RTE ☐ RUE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

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COUNTY & CITY SECTION
SEP 12 1973
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

cc G. T. Keasey
cc Don Harwell ✓
cc Floyd Lacey
cc Eldy Paighton

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COUNTY & CITY SECTION
SEP 17 1973
☐ ENGR. ☑ COOR. ☑ [illegible] ☐ AE ☑ UE
☑ UPE ☑ CE R RE K RPE ☐

INTER-DEPARTMENTAL COMMUNICATION

7705

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

NOTED
H. S. C[illegible]

DATE August 30, 1973

TO John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

SUBJECT Second Time Extension Request
McMinnville Traffic Signals
Contract No. 7705

Your August 22 letter has caused me to review the file:

It is interesting to note Econolite December 14, 1972 blamed the Postal Service. Yet on June 28, 1973 it is a material shortage that is documented in a general way and not specifically to the McMinnville Traffic Signal project. Because of this, unless more specific documentary evidence can be produced, I concur with not accepting the current evidence as supporting the renewed request. This office did recommend in the original anaylsis granting time for suspension of work orders that should have been issued for the Memorial and Fourth of July holidays. That would have amounted to a 9 calendar day additional extension.

No Way!
J.B.

GW/ek
cc: Eddie Payton

9-14-73
Construction
Deny request - they have not produced documentation of delay between bid opening Feb '72 and completion in Sept. '72.

RECEIVED
SEP 13 1973
Office of
Assistant State Highway Engineer

Routing
RECEIVED
AUG 1973
CONSTRUCTION SECTION
Fraser 5
Glenn
Berg

bc: Construction T
Region 2

McMinnville Public Works
Department
City Hall
McMinnville, Oregon 97128

August 27, 1973

Attention: Mr. William M. Blum, Director

RE: 2nd St.-3rd St. Traffic Signals
Contract 7705-EHS-T-5016(2)
City of McMinnville

Dear Sir:

Reference is made to the subject matter of the traffic signal installation on 2nd and 3rd Streets within your city which has been an item of much correspondence and discussion.

Based on the time element since completion of project and in view of final payment to contractor, we would appreciate acceptance of the project by City and hereby request your consideration and, if agreeable, signature as provided below.

Pursuant to discussion with yourself and Mr. Joe Dancer on Thursday, August 23, we contacted Mr. Bill Lehman and Mr. Dick Kuehn of the Highway Division and Mr. Edward Gossack of Econolite to discuss the matter further. Please be advised that Mr. Kuehn and Mr. Gossack will be in McMinnville this week to meet with you, review the situation, and make any necessary corrections as mutually agreed upon.

We trust the foregoing is satisfactory and, in order to bring this matter to conclusion, hereby request signature of approval and return of two copies of this letter prior to September 7, 1973.

☑ ENGR. ☑ ASST. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

It appears the contractor has fulfilled the obligation of contract and any further items of work would be by the supplier, Econolite. Based on the above we appreciate your earliest consideration.

Very truly yours,

H. S. Cox
County and City Engineer

By

DNHarwell

D. N. Harwell
Assistant Engineer

DNH:lat

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7705

From the desk of:
H. Scott Coulter

8-27-73

John Bond. —

On basis of your letter I am inclined to agree with you. — However it might be helpful to get the regions reaction to your reasoning also. — If this would help, please get it. —

Scott

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 22, 1973

SUBJECT: McMinnville Traffic Signals
Contract No. 7705
Second Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

General Service Electric, Inc. has now submitted additional documentation about the availability of controller parts for signals. Their first request resulted in approval of only one day extension (for some EWO work) leaving 17 days and $850 liquidated damages in effect. We faulted the contractor's first request as being inadequately documented.

The contractor makes a more convincing case now with this new material. He submits correspondence from eleven different firms who are either manufacturers or material suppliers of components used in signal controllers. These letters cite different facets of a common theme of scarcity and delay. I note that all these letters were written since February of this year whereas bids on the project were opened a year earlier, on February 24, 1972. This subject contract was completed September 12, 1972.

This new documentation makes a pretty convincing case for delay beyond the contractor's control today. It still leaves some question as to how accurate it would be for almost a year earlier as far as the subject contract was concerned. One of the letters (May 21, 1973 from Mallory Capacitor Company) would clearly not apply to the subject contract. In fact, if anything, it hurts the contractor's case by citing a change to much longer lead times and scarcity since the last quarter of 1972, which was after our contract was completed. The May 4 letter from Alloy Die Casting Company cites scarcity of aluminum but the information all seems to be applicable just to 1973.

It almost appears that this contractor has put together this nice documentation for use on several contracts, and perhaps aimed at more recent contracts.

I recommend against the requested extension. This was a TOPICS project and extension would require FHWA concurrence. Please advise which way you wish to go and we will prepare draft letters accordingly.

JAB:fw
Enc.

7705

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 6, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
McMinnville Traffic Signals
Contract No. 7705

General Service Electric, Inc., contractor on the subject project, has requested an 18-day extension of their contract time because of alleged late delivery of controllers by their supplier, Econolite. The contractor makes only a one-line request, but did attach a letter from his supplier which elaborates that some essential parts were allegedly lost in the U. S. mail. Bids were opened on this project on February 24, 1972, with eight bidders. The project was completed September 12, 1972, with 18 days liquidated damages accrued at $50 per day for a total of $900.

The alleged delay in availability of the controller parts has not been adequately documented. Time extension on that reason is not justified at this time. The last day charged, which is also the project completion date, was for work done only on Extra Work Order No. 1. This was entirely added work to re-orient pedestrian signal heads at two locations to provide more clearance from traffic, and extension for this one day is justified.

I have granted a one-day extension of time on this project. This will leave 17 days and $850 liquidated damages in effect. This was a TOPICS project and we have the concurrence of the Federal Highway Administration in this extension.

This matter will be on the agenda for your concurrence at the July 10 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund

JAB:fw dpy

7705

June 5, 1973

General Service Electric, Inc.
13306 S. E. 30th
P. O. Box 1435
Bellevue, Washington 98004

Gentlemen:

Your request for a time extension of 18 days on Contract No. 7705 for work on the McMinnville Traffic Signals Section of the Pacific West Highway in Yamhill County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of one day is granted which will reduce the time liquidated damages on the project. This extension is based on Extra Work Order No. 1 for re-orienting pedestrian signal heads at two locations to provide more clearance from traffic.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
C. E. Payton
V. L. Gallagher

fw dpy

OK
HSC

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1973

SUBJECT: McMinnville Traffic Signal
Contract No. 7705
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM:

John A. Bond
Construction Administration Engineer

General Service Electric, Inc. requests an 18-day extension of their contract time because of alleged late delivery of controllers by their supplier, Econolite. The contractor makes only a one-line request, but did attach a letter from Econolite which elaborates that some essential controller parts were allegedly lost in the U. S. mail. This was a TOPICS project to change or add interconnected signals at three intersections. Pertinent dates are:

Bids opened	February 24, 1972 (8 bidders)
Contract sent	March 2, 1972
Time count started	March 14, 1972 (130 days allowed)
Time allowed expired	July 21, 1972
Original project completion	August 7, 1972
Stop work order	August 8 to September 11, 1972
Project complete (EWO 1)	September 12, 1972

18 days liquidated damages at $50 per day = $900

As advertised, this project allowed 240 days but was on the older basis requiring shop drawings on poles. A change letter during the advertising allowed a choice of catalog poles and cut the project time to 130 calendar workdays. The poles were apparently secured within plenty of time and now acquisition of the controller becomes the basis for this request for extension. The request loses a little of its credibility in reviewing the work done even after the controller was delivered on July 20. On two weekly workdays (July 31 and August 1, a Monday and Tuesday) there was no activity at all at the site. On three other days after the controller was installed July 27, there is work described as installing lamps in signal heads and mounting and wiring signal heads which sounds like work that could have been

RECEIVED
MAY 17 1973
Office of
Assistant State Highway Engineer

performed while they were waiting for the controller. After first receiving this request for extension, the Resident Engineer contacted the contractor and gave him the opportunity to submit additional information. This was not forthcoming.

The last day charged, which is also the project completion date, was for work done only on EWO No. 1. This was entirely added work to re-orient pedestrian signal heads at two locations to provide more clearance from traffic.

I recommend extension for only this one day. This would leave 17 days and $850 in effect. Since this was a TOPICS project, concurrence by FHWA is necessary. Rough draft letters for this purpose and to the Commission and the contractor on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

12-26-72

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7705 Contractor General Service Electric, Inc.

Highway Pacific West

Section 2nd St.-3rd St. (McMinnville)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ **GRANTED**. The reasons for such recommendation are as follows:

Recommend one-day extension for work on EWO No. 1.

Recommended for Approval:

Harold Wimer
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No. 7705

Project designation EHS-T*5018(2)
State-Federal

Date awarded March 1, 1972

Work started May 25, 1972

Per cent completed 100 Sept. 12, 1972
Date

No. of ~~Work~~ Calendar days Allowed 130

No. of ~~Work~~ Calendar days Used 148

No. of Added ~~Work~~ Calendar days Requested 18

SP*6296-734

E-330 (Rev)—5M—0-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date December 26, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 148 days, within which to complete our Contract No. 7705, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to the late delivery of controllers by our supplier, Econolite, we were eighteen days late completing the contract.

Respectfully submitted,

General Service Electric, Inc.
Contractor

By Donald S Gerard

CONSENT OF SURETY

Date December 26, 19 72

We, St. Paul Fire and Marine Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained [illegible] in the original agreement.

Darrell D. Thompson
Attorney-in-fact

(SEAL)

Resident Agent
No longer requirred

RECEIVED
DEC 21 1972
GENERAL SERVICE ELECTRIC, INC.

ECONOLITE
Solving Tomorrow's Traffic Problems...Today

December 14, 1972

Mr. Donald S. Gerard, President
General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98004

Subject: S. O. 5724-10, McMinnville Job
Contract 7705 (J0441)

Dear Sir:

Machined parts ordered for two controllers to satisfy the State of Oregon's specifications were delivered to Econolite via the U. S. Postal Service, and due to a mix-up in the Postal Service, resulted in a delay in receipt of subject parts approximately four weeks after expectancy. The parts were ordered for delivery in early June, with adequate time to complete the controllers by the required July 1 delivery date. Although the parts were shipped by the vendor during the month of June, they did not actually arrive at Econolite's plant until approximately July 20. Upon receipt of these parts, Econolite, by expenditure of overtime in the manufacturing and test departments, diligently proceeded to complete the controllers, which resulted in lateness of delivery of only 16 days. It has been very difficult to determine the area within the Postal Service responsible for the delay.

— Perhaps June 20

16 days after July 1 is July 17? — Weekly reports have controller on Job on July 20

We did not intentionally, inadvertently or negligently cause any undue delays in meeting delivery. We are regretful that the delays extended the scheduled completion date of the contract, and therefore request that you allow our tender of delivery of the subject controllers on the date previously mentioned without incurring any penalty charges, and request an extension of time on subject contract to cover lateness of delivery due to this unavoidable delay.

Very truly yours,

ECONOLITE, a Division of
Tamar Electronics, Inc.

Glenn Carothers

Glenn Carothers
Contract Administrator

cc: C. A. Prawdzik, Division Legal Counsel
R. Cazis, Credit Manager
L. E. Keyser, Seattle Sales Office
E. T. Gossack, Oregon Sales Office

3360 E. LA PALMA ANAHEIM, CALIFORNIA 92806 (714) 630-3700
A Division of Tamar Electronics, Inc.
A Quality Company of LTV Ling Altec, Inc.

7705

5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 29, 1973

In reply refer to: 10-35-DB

SUBJECT: Oregon Project EHS-T-5018(2)
McMinnville Traffic Signal
Request for Time Extension

G.K. Hoarner
for

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The time extension request on the subject project has been reviewed and we concur in your recommendation for a one day extension of time as this was on an extra work order basis.

G. L. Green

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STATE HWY ENGR
MAY 31 '73
REFER TO Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig. 6-1-73

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cy Reavy
Fredrikson
[illegible]

NOTED
H.S. COULTER

7705

May 18, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
McMinnville Traffic Signal
Oregon Project EHS-T-5018(2) #7705

General Service Electric, Inc., has requested an 18-day extension of their contract time because of late delivery of controllers by the supplier, Econolite. Some essential controller parts were allegedly delayed in the mail between a vendor and the Econolite plant. This was a TOPICS project to change or add interconnected signals at three intersections. Pertinent dates include:

Bids opened	February 24, 1972 (8 bidders)
Contract sent	March 2, 1972
Time count started	March 14, 1972 (130 days allowed)
Time allowed expired	July 21, 1972
Original project completion . .	August 7, 1972
Stop work order	August 8 to Sept. 11, 1972
Project complete (EWO 1) . . .	September 12, 1972
18 days' liquidated damages at $50 per day	$900

As advertised, this project allowed 240 days on the older basis requiring shop drawings on poles. A revision letter mailed during the time of bidding allowed a choice of catalog poles and cut the project time to 130 calendar workdays. The poles were apparently secured within ample time, and this time extension request is based on acquisition of the controller. The contractor has not furnished needed documentation of dates involved in the acquisition of the missing controller components. We do not recommend extension at this time; however, there may be a basis for reconsideration in the future.

The last day charged (also the project completion date) was for work performed only on Extra Work Order No. 1. This was entirely added work to reorient pedestrian signal heads at two locations to provide more clearance from traffic.

Your concurrence is requested in a one-day extension of time, which would leave 17 days and $850 in effect.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

36-0603
T

OREGON STATE HIGHWAY DIVISION

Salem, Oregon
March 16, 1973

REGION 2 ENGINEER
RECEIVED
MAR 22 1973
☑ RE ☑ RCE ☐ RME ☐ RTE ☐ HOE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

City of McMinnville
City Hall
McMinnville, Ore.

Subject: 2nd.St.-3rd St.Traffic Signals
Contract 7705

Attention: W. M. Blum, City Engineer

As you are probably aware, final payment to the contractor cannot be made until the City accepts the project as completed.

You are understandably concerned about the operation of the 2nd and Baker signal, but we have reason to believe that the equipment supplier, Econolite, will provide some sort of extended warranty service as you requested. A definite statement of the terms of this warranty should be forthcoming early next week.

We would like to call your attention to Section 109.12 of the project "Special Provisions", which requires payment of interest under certain conditions on any final payment retainage at the rate of 1% per month. The Federal Government does not participate in this interest payment, therefore Paragraph 1, General Provisions, of our TOPICS agreement applies. Under this provision, please note that the City is responsible for payment of 100% of non-participating items. Interest on the retainage of $1450 began to accrue January 22, 1973.

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COUNTY & CITY SECTION
MAR 28 1973
☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

D. E. Beecroft
Resident Bridge Engr.
by

D. E. Beecroft

J. K. Valentine
Asst. Res. Br. Engr.

cc: C.O. Frederickson
file

cc John Bond - Per Discussion
cc H. S. Coh E. S.E. George D. Nimer

36-0603

1.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
MAR 15 1973
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

DATE March 9, 1973

TO Don Beecroft, RESIDENT ENGINEER

FROM Gerald W. Wimer, REGIONAL CONSTRUCTION ENGINEER

SUBJECT McMinnville Traffic Signals
Contract #7705

Final acceptance cannot be made on this project until the City of McMinnville agrees. In the interim, a retainage of $1450 is being held from the contractor's final payment. Interest commenced January 22, 1973 in accordance with the newer contract specifications.

The last status on this matter in our records is your February 6th Memo to the Files and Deputy City Attorney, E. Clifton Ross' February 13th letter to Edward T. Gossack, copies of which are being forwarded to those receiving a copy of this letter.

We do not wish to rush the City of McMinnville into a hasty decision. However, they should be formally advised and the letter hand carried to them through their City Engineer to advise of the interest specification and to further point out to them that this is non-participating insofar as Federal funds is concerned. You should review your agreement with the City as to whether we share in these non-participating costs. ✓

You should also advise the contractor of this status and determine from him if his equipment supplier, Econolite, will comply with the warranty requirement requested by the City of McMinnville. This warranty request of the City is not necessarily in conflict with Standard Specification #661.49.

Please send these letters by March 15th.

GWW/sr

cc: John Bond ✓
H. S. Cox ✓

36-0603

REGION 2 ENGINEER
RECEIVED
FEB 16 1973
☑ RE ☑ RCE ☑ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

February 13, 1973

Mr. Edward T. Gossack
3685 Market Street, N. E.
Salem, Oregon 97301

Re: Traffic Signal Acceptance
McMinnville

Dear Mr. Gossack:

After your recent visit to the City of McMinnville concerning the traffic light on Second and Baker Street, the City Engineer discussed the matter with me. After carefully reviewing the situation, I am concerned about a number of items.

Due to the fact that this installation has not operated without failure for any length of time, I cannot recommend to the City that they give a formal acceptance. Such an act on the part of the City could very well subject it to liability for any malfunctioning of the signal which results in an accident to the motoring public. I do believe that after the signal has operated satisfactorily for a given amount of time, for example, ninety-days, then the City would be in a position to formally accept the device.

When you were last here you also made certain notes on the back of a business card to the effect that Econolite would guarantee the maintenance for this signal for a period of one-year from January 30, 1973. This offer is certainly acceptable to the City, provided that the one-year period commences after the ninety-day period mentioned above.

Please feel free to correspond with me regarding this matter, as we would like to see the situation resolved as soon as possible.

Very truly yours,

E. Clifton Ross
Deputy City Attorney

ECR:JNF
✓ Copy to Mr. Donald Beecroft
cc: Region ✓
cc: Construction sent 2-21-73 pg.

36-0603

REGION 2 ENGINEER
RECEIVED
FEB 7 1973
RE RCE RME RTE HOE
ULE GEO TA FILE

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1973

SUBJECT: McMinnville Traffic Signals
Contract No. 7705

To: Memo to the File

Shown below is the service record for the signal controller at Second and Baker Streets. After the latest trouble the McMinnville City Engineer, Bill Blum, stated that he would not accept the installation until a new controller was installed. However, Ed Gossack of Econolite, seems to have convinced him that a new controller is not warranted. Ed told Blum he would service the controller until it provided one year of trouble-free service. Mr. Blum is concerned about who is liable in case of a malfunction that causes an accident. He feels that the city's position would be better if they had not yet accepted. He said he would discuss it with the city attorney.

Aug. 7- Turned on. Fire pre-emption not working in A.M.. Zirbes and Gossack got working in P.M..

Aug. 15-Final Inspection. Fire pre-emption not working.

Aug. 17-Gossack put back in service.

Oct. 3 -Zirbes, Gossack, and Kuehn found burned contacts.

Oct. 16-Gossack replaced 2 transistors.

Nov. 22-Zirbes found broken soldered connection.

Dec. 15-Gossack replaced timer motor.

Jan. 27-Gossack found wire that should have been isolated but was not.

D. E. Beecroft
D. E. Beecroft
Resident Bridge Engineer

cc: G. Wimer

1-24-73

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date F
F-121(4)	7631	4-1005	Fern Hill Section Section	116,978.75	1/24/7
S-RS-60(3)	7331	118-1017	Geary Ranch-Green Springs Interch. Sec.	1,288,936.22	
I-5-1(72)36	7415	615-1044	Rock Point - Seven Oaks Section	1,716,291.53	
I-80N-1(4)00	P.E.	626-1927	Union Ave - Sundial Section		
"	"	626-1941	" " " "		
"	"	626-1978	" " " "	150,316.60	
"	"	626-1998	" " " "		
T-5004(1)	"	1-0601	City of Baker (Urban Area) TOPICS Pl	1,943.93	
T-5006(2)	"	6-0601	Wasson St. & 10th & Market Ave (Coos Bay)	2,506.56	
T-5011(1)	"	34-0606	Forest Grove Areawide TOPICS Plan	3,396.75	
T-5014(1)	"	34-0607	Hillsboro Areawide TOPICS Plan	5,661.14	
T-5017(2)	"	22-0603	Oak St. at 2nd & Park St's & Grant St. Shotwillim	1,225.08	
T-5018(1)	"	36-0601	2nd. St. - 3rd St. (McMinnville)	881.92	
T-5019(2)	7496	15-0602	Biddle Rd. - Crater Lake Ave. (Medford)	20,185.66	
T-5027(1)	P.E.	5-0602	St. Helens Areawide TOPICS Plan	2,928.06	
T-5027(2)	P.E.	5-0601	Columbia Blvd. at 18th & St. Helens St.	1,514.31	

ECONOLITE Solving Tomorrow's Traffic Problems...Today

7705

REGISTERED MAIL
RETURN RECEIPT REQUESTED
December 7, 1972

Fire and Marine Insurance Company
1500 NE Irving Street
Portland, Oregon 97232

Subject: General Service Electric
13306 SE 30th Street
Bellevue, Washington 98004

Project: OSHD Contract 7705: McMinnvile, Second and Third Streets
S.O. 5724-10

Gentlemen:

Econolite has an existing order from General Service Electric for signal and/or lighting equipment. We have shipped material amounting to $12,370 and have not yet been paid. In the event of non-payment, we will hold you responsible for payment.

We wish to advise that this Notice is in no way to be construed as casting a reflection on the financial resources of General Service Electric. This Notice is merely a routine matter and is being done within the framework of our policy and in compliance with the Oregon State Bond Laws.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Richard Cazis

Richard Cazis
Credit Manager

rc/km

cc: General Service Electric
Oregon Highway Department
E. Gossack, Econolite

RECEIVED
DEC [illegible]
STATE HIGHWAY COMMISSION

3360 E. LA PALMA P.O. BOX 6150 ANAHEIM, CALIFORNIA 92806 (714) 630-3700

A Division of Tamar Electronics, Inc.
ECONOLITE
A Quality Company of Altec Corporation

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 16, 1972

RECEIVED
COUNTY & CITY SECTION
NOV 3 - 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Mr. G. L. Green
Acting Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

Dear Mr. Green:

We are forwarding, under separate cover, three copies of final voucher for each of the following federal-aid projects:

I-5-1 (72) 36	Rock Point - Seven Oaks Section	$ 0.00
F-121 (4)	Fern Hill Slide Section	0.00
S-RS-60 (3)	Geary Ranch-Green Springs Interchange Sec.	0.00
T-5004 (1)	City of Baker (Urban Area) TOPICS Plan	0.00
T-5006 (2)	Wasson St., 10th and Market Ave. (Coos Bay)	0.00
T-5018 (1)	2nd Street - 3rd Street (McMinnville)	0.00 — PE only
T-5019 (2)	Biddle Road-Crater Lake Ave. (Medford) Sec.	0.00

The following projects show the final cost and federal funds requested exceeding the funds set up in the project agreement, and accordingly, the project agreement is modified to conform with the revised amount:

I-80N-1 (14) 00	Union Avenue - Sundial Sec.	$ 383.65
T-5011 (1)	Forest Grove Areawide TOPICS Plan	36.75
T-5014 (1)	Hillsbora Areawide TOPICS Plan	11.14
T-5017 (2)	Oak St. at 2nd and Park Sts. & Grant St. at Williams St. (Lebanon)	275.08
T-5027 (1)	St. Helens Areawide TOPICS Plan	28.06
T-5027 (2)	Columbia Blvd. At 18th and St. Helens Sts. (St. Helens)	244.31

Very Truly yours,

George M. Baldwin
Administrator of Highways

By:

V. E. Skoog
Controller

VES:PH:kmb

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110089

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	1324 cc 1328		36-0603-299

City of McMinnville
City Hall
McMinnville, Oregon 97228

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Joe W. Dancer, Manager			
Advance Deposit			$ 7,100.00
Partial transfer of advance deposit for construction of the 2nd St. - 3rd St. Section of the Adams St.-Baker ST. Couplet TOPICS Project. Contract # 7705			
Covered by agreement dated 9-10-71			$ 6,100.00
to be retained			$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ____________

By ____________

OREGON STATE HIGHWAY DIVISION

Form A-101—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF MCMINNVILLE
CITY HALL
MCMINNVILLE, OREGON 97128

Attention of Mr. Joe W. Dancer, Manager

Request No. (assigned by staff engineer or head of division) cc 1328

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5018(2)

Itemized Statement: Advance Deposit $7,100

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the 2nd St.-3rd St. Section of the Adams St.-Baker St. Couplet TOPICS Project. Contract #7705.		
		Covered by agreement dated 9/10/71.		6,100
		TO BE RETAINED		1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 7,100

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 36-0603-299

Submitted by: Richard Bladorn RICHARD BLADORN

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OCTOBER 26, 1972

McMinnville News-Register--10-11

Views traffic rules

Our community has begun to show many signs of rapid growth; new homes, apartment houses, office buildings and businesses are rapidly replacing vacant lots. This increase in population has meant an increase of automobiles and has indicated the need for greater traffic control. This includes traffic medians and new traffic signals. In our modern society we find ourselves more and more dependent on the automobile, but do not always remember all the fine points of the law. We obtain our privilege to drive an automobile on our highways and then sometimes fail to use common sense or keep up with the laws and rules of the road

A year ago the highway department removed parking on North 99 W and provided a 14 foot median which has turn-out lanes (an area where automobiles can wait out of the moving traffic lanes to turn into places of business, or cross oncoming lanes of traffic). Apparently, though, there are drivers who are not aware of the purpose of said median and they continue to block moving traffic lanes while waiting to turn

Another problem area is traffic signal control intersections and one-way street movements. With the desire to facilitate a better movement of traffic, the City Council requested (after a recently completed traffic study) the new signals on West 2nd at Adams and Baker Streets. Some drivers seem to be unaware of certain regulations governing the movement of traffic under these conditions. Oregon Driver's Manual 1971-72 Edition, Page 24 states: "a steady red light . . . means stop. You must stop before crossing the nearest crosswalk. After stopping, you may cautiously turn right without waiting for a green light. When entering a one-way street, you may cautiously turn right or left after stopping for the red light, without waiting for a green light. Turn with the movement of traffic on the one-way street. You may make these turns unless an official sign or a police officer prohibits them". Therefore, motorists can turn onto Baker Street from 2nd Street on a red light, provided they have taken the required safety precautions. Check pages 32 and 33 of the driver's manual for diagrams explaining the turning movement allowed.

The driver must also remember to stay in the closest lane of traffic while turning; he cannot cross over the centerline at this point of movement. By following the rules of the road, less delay in these driving situations would be experienced.

Driving in the McMinnville area will become more hectic with our continued rapid growth, so it will pay for each motorist to remain familiar with basic driving regulations and the common sense approach to highway travel.

ROBERT E. RANKIN
McMinnville

The Mail
Myrtle Creek-----10-5

Seek Broadening Business Route 99 To Increase Safety

A delegation from the Myrtle Creek-Tri-City areas appeared before representatives of the Oregon Highway Engineeing office in Roseburg last Friday to plead the need for width extension of Business Route 99 from Myrtle Creek through Tri-City to accommodate both cyclists and pedestrians frequently on this roadway.

While speaking primarily for a bicycle path, the representatives agreed that a two way extension of the road on both sides which would prevent unnecessary crossing of the roadway by the pedestrians or cyclists might prove ultimately more satisfactory than a single bike path as such. Width extensions, the group believed, would provide a needed margin of safety as compared to existing circumstances.

Rough preliminary figures by

East Oregonian
Pendleton-------10-7

DDT plan readied by Mann

SALEM — State Director of Agriculture Irvin Mann Jr., will soon send to the federal Environmental Protection Agency a documented "Oregon Plan" for state control over restricted uses of DDT.

Mann on Sept. 20 wrote EPA Administrator William D. Ruckleshaus of his objections to the scheduled total ban of the pesticide for agricultural uses, except in minor uses for pests not found in Oregon on onion, sweet potatoes in storage and green peppers.

Mann pointed out that Oregon on July 23, 1970, had adopted its own severe restrictions on the use of DDT and asked that Ruckleshaus continue to recognize the state's regulation

In his presentation of

RECEIVED
DEC 14

STATE COPY

FOR FILING

RECEIVED
STATE HWY ENGR
DEC 5 '72
REFER TO
FOR
Info | Appr | Rec | Sig | Act | File

**OREGON STATE
HIGHWAY DIVISION**

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE September 25, 1972

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EHS-T-5018(2)

SUBJECT Request Contract Acceptance

OM [illegible] 12-7-72

Contract 7705, Work Completed September 12, 1972

Project 2nd St.-3rd St. (McMinnville)

Highway Pacific West

County Yamhill

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Accptance Date December 1, 1972

Conditions Not Acceptable: Project acceptance delayed pending receipt of pole certification. This has now been received/however the city has not furnished an acceptance letter.

for G. K. Hossner
G. L. Green
Acting Division Engineer

VG:dg

cc Tom Edwards ✓
L. H. Young

RECEIVED
DEC 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

5

OREGON STATE
HIGHWAY DIVISION

7705

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 25, 1972

Federal-aid Project
No. EHS-T-5018(2)

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7705, Price Agreement No. 1

Project 2nd St.-3rd St. (McMinnville)

Highway Pacific West

County Yamhill

This Agreement covers the cost to adjust two pedestrian signal heads to provide more clearance from traffic. The contractor installed the signal heads as called for by the contract plans but adjustment of the heads is required.

Copies of the Engineer's letter of explanation and cost justification are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, August 15, 1972.

Your approval as of August 15, 1972 is requested.

BMW:bb

Attach.

7705

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 2nd. St.-3rd. St. (McMinnville)

WEEK ENDING: Sept. 16, 1972

SECTION PREFIX: 36-0603

HIGHWAY: PACIFIC WEST

COUNTY: YAMHILL

NAME OF JOB: 2nd. St.- 3rd. St.(McMinnville)

KIND OF WORK: TRAFFIC SIGNALS INSTALLATION

CONTRACTOR: GENERAL SERVICE ELECTRIC, INC.

CONTRACT NUMBER: 7705

FEDERAL AID PROJECT NUMBER: EHS-T-5018(2)

DATE OF CONTRACT: MARCH 1, 1972

DATE WORK STARTED: May 25, 1972

ESTIMATED COMPLETION DATE: August 7, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 130

CALENDAR DAYS USED: 148

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 114

PROJECT AUTHORIZATION: $ 34,407.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 31,402.25

ENGINEERING AUTHORIZATION: $ 3,005.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,100.00

ENGINEERING COST TO DATE: $ 3,317.45

DATE PROJECT WAS COMPLETED: Sept. 12, 1972

ESTIMATED PERCENT: ~~XXXXXX~~ underrun 7 %

PERCENT OF AUTHORIZATION: 110 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
1-pickup misc. hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY Sept 12	Fair			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY Sept 12	Adjusted pedestrian signal heads under P.A. #1. Final report.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SIGNED D. E. Beecroft LOCATION Salem
D. E. Beecroft

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7

O EGON STATE HIGHWAY DIVISIO
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name 2nd St-3rd St. (McMinnville Contract No. 7705

Highway Pacific West Prefix No. 36-0603

County Yamhill F.A. No. EHS-T-5018 (2)

Final inspection made on 8-15-72 By G. W. Wimer

in company with Paul Riedl, FHWA; Mr. Blum, McMinnville City Engineer; Don Beecroft, Resident Bridge Engineer.

RECEIVED
COUNTY & CITY SECTION
SEP 18 1972
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

CHECK LIST

Date

were none	Construction signs removed	8-7-72	Opened to traffic
was none	Salem Office notified to rescind construction speed zone	with semi-final	Regional Materials Certification submitted
9-12-72	Contractor removed equipment from project		
9-12-72	Roadside cleanup completed		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

Good looking project except new signs needed, signal heads need straightening, and two sets of pedestrian heads need adjusting. The remaining items for which contractor is responsible were completed 9-12-72.

All contract work on this project has been completed and recommendation is made for acceptance on 9-12-72. The semi-final estimate will be submitted about 9-25-72.

cc: Const. Engineer - C. T. Keasey
Bridge Engineer - W. Hart
Maint. Engineer - R.N. Bothman
Co.-City Eng. - H. S. Cox
Reg. Engineer - J. B. Boyd
Res. Engineer - Don Beecroft
Dist.Engineer - Floyd Lacey

Copies sent to all named ✓

Reg. Const. Engr.
(Signed) (Title)

7705

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: 2nd. St.-3rd. St. (McMinnville)

WEEK ENDING: August 12, 1972

SECTION PREFIX: 36-0603

HIGHWAY: PACIFIC WEST

COUNTY: YAMHILL

AME OF JOB: 2nd. St.- 3rd. St.(McMinnville)

KIND OF WORK: TRAFFIC SIGNALS INSTALLATION

ONTRACTOR: GENERAL SERVICE ELECTRIC, INC.

CONTRACT NUMBER: 7705

FEDERAL AID PROJECT NUMBER: EHS-T-5018(2)

ATE OF CONTRACT: MARCH 1, 1972

DATE WORK STARTED: May 25, 1972

ESTIMATED COMPLETION DATE: August 7, 1972

VERAGE FORCE ON PROJECT FOR THE WEEK:

EN: 2 SUPERVISION.

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 130

CALENDAR DAYS USED 147

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 113

ROJECT AUTHORIZATION: $ 34,407.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

XCLUSIVE OF ENGINEERING: $ 31,402.25

ENGINEERING AUTHORIZATION $ 3,005.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98

STIMATED COST OF COMPLETED ROJECT, EXCLUSIVE OF NGINEERING. $ 31, 402.25

ENGINEERING COST TO DATE $ 2,400.00

DATE PROJECT WAS COMPLETED: August 7, 1972

STIMATED PERCENT: OVERRUN UNDERRUN ______%

PERCENT OF AUTHORIZATION 80 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT					
ILES PARTIALLY COMPLETED					
ILES COMPLETED					
OTAL ESTIMATED QUANTITIES (CONTRACT)					
OTAL QUANTITIES CORRECTED TO DATE					
STIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

1-pickup 1-ladder truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY Aug. 6	Fair	1		
MONDAY 7	"	1		
TUESDAY 8	"			
WEDNESDAY 9	"			
THURSDAY 10	"			
FRIDAY 11	"			
SATURDAY 12	"			

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
AUG 14 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY Aug. 6	No activity
MONDAY 7	Completion date. Signals turned on at 2nd & Adams and 2nd & Baker. Patched sidewalk where poles removed at 3rd & Baker.
TUESDAY 8	No activity rest of week.
WEDNESDAY 9	
THURSDAY 10	
FRIDAY 11	
SATURDAY 12	

REMARKS

SIGNED D. E. Beecroft LOCATION Salem
D. E. Beecroft

[illegible] SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED

FOR FILING

7705

April 26, 1972

Mr. F. K. Weaver
General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

Dear Mr. Weaver:

This letter is to advise you that mill certification of the steel to be used in the traffic signal poles for the signal installation on Second and Third Streets in McMinnville (Contract No. 7705) will not be required.

The special provisions for this project stipulated poles by catalog number and, therefore, certified mill reports will not be necessary.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
Walt Hart (enc.)
C. T. Keasey
John Jenkins
J. B. Boyd (enc.)

LEG:njc ja

TO

Mr. J. B. Boyd, R. E.
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97301

FROM
GENERAL SERVICE ELECTRIC, INC.
P.O. BOX 1435
13306 S.E. 30th STREET
BELLEVUE, WASHINGTON 98009
SH 6-9700

DATE 4 /11 /72

SUBJECT 2nd St. - 3rd St. (McMinnville) Contract 7705 (J 0-441)

MESSAGE

Gentlemen:
Enclosed you will find a copy of a letter from Union Metal Manufacturing Company, which I believe is self explanatory.
Please take note of the lead time required for these poles , should Mill Certs be required.
Please advise as soon as possible. Thank you.

Very truly yours,

SIGNED F. K. Weaver
F. K. Weaver

FKW/ps
Enclosure

REPLY

SIGNED

DATE / /

Rediform 4S 471

SEND PARTS 1 AND 3 WITH CARBON INTACT - PART 3 WILL BE RETURNED WITH REPLY.

RECEIVED
APR 6 1972
GENERAL SERVICE ELECTRIC, INC.

REGION 2 ENGINEER
RECEIVED
APR 14 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

April 4, 1972

Union Metal Manufacturing Co.
2035 S. W. 58th Street
Portland, Oregon 97221

Attention: Mr. G. W. Kolling

Subject: Our P.O. 10630 - S.O. 5724-10
OSHD: 2nd & 3rd Streets (McMinnville)

Dear Mr. Kolling:

This is to confirm our telephone conversation this date regarding your letter of 3/20 and our Note #3 of the subject P.O.

We did not indicate that pole drawings were required, but assumed that the various certifications would still be required. These certifications were detailed in a memo to Regional Engineers dated 2/4/72 from Mr. J. E. Chidsey, Structural Quality Control Engineer. It was our attempt to coordinate these at the beginning of the job to avoid the confusion and delayed payment by the State due to lack of various certificates. Each job in the past varied as to certificate requirements.

We agree that Revision Letter No. 1 states that contrary to plans and specifications poles will be furnished conforming to Catalog numbers. This necessarily precludes the certification requirements as pointed out in your letter.

By copy of this letter and your letter of 3/20 we are requesting the contractor to reach an agreement with the Resident Engineer now. This will prevent undue delays during installation and "finalling" the job.

Very truly yours,

ECONOLITE, A Division of
Tamar Electronics, Inc.

Edward T. Gossack

cc: General Service w/encl
General File w/encl

RECEIVED
APR 6 1972
GENERAL SERVICE ELECTRIC, INC.

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-6111

PLEASE REPLY TO--
ROOM 202 - SYLVAN BLDG.
2035 S.W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: (503) 292-8881

March 20, 1972

Econolite
3685 Market Street, N. E.
Salem, Oregon 97301

Attention: E. T. Gossack

Subject: Your Purchase Order 10630
Traffic Signal Poles
State of Oregon Project
2nd and 3rd Streets
McMinnville, Oregon

Gentlemen:

This will acknowledge receipt today of the subject purchase order, to which was attached a standard letter by J. E. Chidsey, the Oregon State Highway Division, covering the general requirement for certifications on metal standards for traffic signal poles and luminaires.

For the bid on the subject job, revision letter #1, dated February 10, 1972, stated "Contrary to the plans and specifications, steel poles conforming with the following table, or approved equals, shall be used." Following this was a list of our standard catalog design numbers. The revision letter then stated, "Shop drawings for poles will not be required." We will therefore be unable to comply with the requirements of Mr. Chidsey's letter, which first requires that shop drawings be submitted.

In addition, we would be unable to comply with the requirements for various certifications, when furnishing standard catalog design poles, in that these poles are assembled from stock components. Although all Union Metal pole shafts and tapered arms are manufactured to ASTM specification A 595, mill certificates of the steel are not kept on file for standard stock components, nor for the other structural materials for base plates, fasteners, etc. Galvanizing will be done by Galvanizers Company, Portland, Oregon, whose normal practice complies with ASTM specification A 123, but again, our standard catalog design poles are not processed with a requirement for certification of the galvanizing.

In the event we must meet the requirements of J. E. Chidsey's letter, special steel must be procured for these poles, after shop drawings are prepared and submitted for approval. Shipment estimates would be revised to 12 to 14 weeks after receipt of approved drawings. Submittal drawings would require approximately three to four weeks for preparation and renegotiation of the price would be necessary.

Very truly yours,

G. W. Kolling
District Sales Manager
Northwestern District

GWK:gh
cc: George Dunn - PUMCO
Paul Clendenen - Fremont

Beecroft 420a

FORM E-30 (REV. 10-61)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1972

REGION 2 ENGINEER
RECEIVED
FEB 8 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

[illegible] Cromil Knoll [illegible] all patched w/ hot stuff today.

SUBJECT:

To:

Regional Engineers
Metropolitan Engineer

Certification Required
on Metal Standards for
Traffic Signals and
Luminaires.

In reviewing my letter of September 10, 1971 covering the certification necessary for the acceptance of metal standards for traffic signals and luminaires, certain revisions have been suggested. Following is a revised list of the required items necessary for certification:

1. Shop drawings and welding provisions submitted through and approved by the Bridge Section.

2. Certification by the manufacturer that the standards were fabricated in accordance with the approved shop drawings and welding procedures.

3. Certified mill reports on the structural materials, welding electrodes and fasteners that are used.

4. Certification that the steel standards and fittings are galvanized in accordance with AASHO M111 (ASTM A123).

5. A report of inspection and acceptance of the standards at the job site by the resident engineer.

If you have any questions, please contact me.

John C. Jenkins
Engineer of Materials & Research

by J. E. Chidsey
J. E. Chidsey
Structural Quality Control Engineer

RECEIVED
FEB 14 1972
HIGHWAY

RECEIVED
APR 18 1972
TRAFFIC ENGINEERING

cc: Walt Hart
F. D. Morgan

cc Res Engrs & Fretwell

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 3-84	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Yamhill
		PROJECT NO. EHS-T-5018(2) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99W at 2nd and 3rd St. (McMinnville)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	2-2-72	0.00

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 33,055.00	Pro Rata 63.55% $ 21,005.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R E Simpson
(Division Engineer)

R. E. Simpson

Date executed by Division Engineer MAR 22 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by Highway Commission on 6-22-71.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5018(2) Safety

2ND STREET-3RD STREET (McMINNVILLE) SECTION

PACIFIC HWY. WEST AT JOHNSON STREET, YAMHILL COUNTY

Salem, Oregon, March 13, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (Pacific Hwy. West at Johnson St.)(City Streets)

Temporary Protection and Direction of Traffic	All Required	$ 1,000.00
Traffic Signal Installation, Complete	All Required	28,850.00
		$29,850.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$30,050.00
	10% Engr. & Cont.	3,005.00
	Total	$33,055.00

Length of Project - - - 0.00 mile

Federal Funds	$21,005.00
State Funds	6,025.00
City Funds	6,025.00
Total Cost	$33,055.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7705

Prefix: 36-0603

④

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
		COUNTY Yamhill
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	PROJECT NO. T-5018 (1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99W at 2nd + 3rd St. (McMinnville)

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			▨
PRELIMINARY ENGINEERING	PS&E sup. Field Work	11-22-71 8-21-71	0.0
RIGHTS-OF-WAY			▨
CONSTRUCTION			
OTHER *(Specify)*			

FUNDS Pro rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 2,000	FEDERAL FUNDS $ 1,270

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Hwy Division
(Official name of Highway Department)

By ____________________

Assistant State Hwy Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)

Date executed by Division Engineer ____________________

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

RECEIVED
MAR 16 1972
FOR FILING

7705

March 16, 1972

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98009

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7705 for traffic signal installation on the Second Street-Third Street Section in McMinnville of the Pacific Highway West in Yamhill County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1300 N. E. Irving Street
Portland, Oregon 97232

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Don Beecroft

RECEIVED
1
FOR FILING

77

March 10, 1972

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

On Contract Nos. 7703 and 7705 awarded to General Service Electric, Inc., the State Insurance Department has notified us that they cannot approve B. Britton May, Jr., signing as Attorney-in-Fact for your company as there is no Power of Attorney on file for him. We cannot accept a Power of Attorney sent to us.

Please file a Power of Attorney for B. Britton May, Jr., with the Insurance Department, 158 N. E. 12th Street, Salem, Oregon 97310. There is a registration fee of $5.

If you do not wish to file a Power of Attorney, please have someone sign who has proper authorization and return the two copies of both contracts to our office.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

cc General Service Electric, Inc.
13306 S. E. 30th
Bellevue, Washington 98009

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Don Beecroft

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 9, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Confirmation of your tentative concurrence as of February 28, 1972, is requested in the award of contract for the 2nd St.-3rd St. (McMinnville) Section, Project No. EHS-T-5018(2).

The contractor receiving the award is General Service Electric Inc., in the amount of $29,850, with Contract No. 7705 assigned. This bid was received on February 24, 1972 and awarded on March 1, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Very truly yours,

George M. Baldwin
Administrator of Highways

By for R. D. Asburry
L. H. Young
Programing Engineer

Ben
[illegible]

Federal Highway
Administration endorsement.

Date MAR 10 1972
I concur in the award.

R. E. Simpson
Division Engineer

NOTED
R. D. ASBURRY
BEN GIFFORD

RECEIVED
MAR 13 1972
PROGRAMING SECTION

RECEIVED

FORM 2-30 (REV. 10-69)

77

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

March 6, 1972
Salem, Oregon

SUBJECT:

To:
J. B. Boyd
Regional Engineer
Region 2
Salem

2nd St.-3rd St.(McMinnville) Sec.
Pacific Hwy. W.
Yamhill County
Pole Length Verification

There have been past instances throughout the State where pole delivery on traffic signal or illumination projectshas been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established in the near future and transmitted to the contractor. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

R.W. Ellison

R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc: A. E. Johnson
Donald Beecroft
J. H. Wood

NOTED
A. E. JOHNSON

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

March 1, 1972

Mr. Joe Dancer
City Manager
City Hall
McMinnville, Oregon 97128

Re: TOPICS Project EHS-T-5018(2)
2nd Street-3rd Street Section
Adams Street-Baker Street Couplet

Dear Mr. Dancer:

This will acknowledge receipt of the City of McMinnville's check #843 in the amount of $7,100 which is the correct amount required as an advance deposit for the subject project.

The contract for this project is now clear and will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
J. B. Boyd
V. E. Skoog:

Check #843 for $7,100
Rec'd 3/1/72 by ____________

THE ABOVE CHECK IN PAYMENT OF THE FOLLOWING: DETACH BEFORE DEPOSITING

FUND	ACCOUNT NO.	DESCRIPTION	INVOICE AMOUNT	TOTAL

CITY OF McMINNVILLE
McMINNVILLE, OREGON 97128

T

CITY OF
McMinnville

CITY HALL • Telephone 472-6191
McMINNVILLE, OREGON 97128

February 29, 1972

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1972
☐ ENGR. ☑ COOR. ☑ UE ☐ AE ☑ UC
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. H. S. Cox
County and City Engineer
State Highway Division
Salem, Oregon 97310

Re: TOPICS Project EHS-T-5018(2)
2nd Street-3rd Street Section
Adams Street-Baker Street Couplet

Dear Mr. Cox:

In accordance with your letter of February 25, 1972 concerning the above-mentioned project, we are enclosing our Check No. 843 in the amount of $7,100.

Yours truly,

Joe W. Dancer
City Manager

JWD:JNF
Enclosure

bc: R. L. Schroeder
L. H. Young
J. B. Boyd

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 25, 1972

Mr. Joe W. Dancer
City Manager
City Hall
McMinnville, Oregon 97128

Re: ~~TOPICS~~ Project EHS-T-5018(2)
2nd Street-3rd Street Section
Adams Street-Baker Street Couplet

Dear Mr. Dancer:

The Highway Commission opened bids today on the subject project. The apparent low bid was submitted by General Service Electric, Inc. of Bellevue, Washington.

The anticipated cost based on the low bid is as follows:

Contractor's bid		$29,850.00
Anticipated additional item (flagging)		200.00
		$30,050.00
Engineering & Contingencies (14½%)		4,357.25
		$34,407.25
Estimated preliminary engineering to date		1,092.75
	TOTAL	$35,500.00

City's Advance Deposit:

20% of Total	$ 7,100.00

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

NOTED
R. L. SCHROEDER

RB:ljt

Mc MINNVILLE

2ND STREET-3RD STREET (MCMINNVILLE) SECTION

PACIFIC HIGHWAY WEST

YAMHILL COUNTY

FAP No. EHS-T-5018(2)
Traffic Signals

Bids Received February 24, 1972

1. Temporary Protection and Direction of Traffic	All Specified	$	1,000.00
2. Traffic Signal Installation, Complete	All Specified		34,120.00
	For Comparison of Bids	$	35,120.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 35,120.00	29850
Anticipated Additional Items: Flagging (State Share)	200.00	200
	$ 35,320.00	30,050
Engr. & Cont. (14 1/2%)	5,121.40	4357.25
Estimated Net Authorization, Constr.	$ 40,441.40	34,407.25
Estimated PE To Date		1092.75
		35.500

Advance deposit $7,100

2-24-72 2PM
Phoned City - Gave info to
Bill Blum

-15%

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

35,120

PROJECT NO. #6
2nd St. - 3rd St. (McMinnville) Sect.
Pacific Hwy. W. in McMinnville
YAMHILL COUNTY

OWNER: Oregon State Highway Department

DATE: 2-24-72 PAGE: 1 of 1

1. Gen. Svc. Elc. Inc. (Bellview)
2. Sims Elec. Inc. (Roseburg)
3. Graham Elec. Co. (Portland)
4.
5.
6.
7.
8. Olson Elec. Co. Inc. 40835
9. Christianson 33,075
10. LK Comstock 32,757
11. Hamilton 32,761
12. WR Grassle 32,962
13.
14.

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Temp. Prot. & Direction of Traffic	1	1000	400	300
	L.S. Traffic Signal Installation, Complete	2	28850	31240	31870
			29850	31640	32170

RECEIVED

FOR FILING

7705

March 1, 1972

General Service Electric, Inc.
P. O. Box 1435
Bellevue, Washington 98005

Gentlemen:

The State Highway Commission on February 29, 1972, accepted your proposal for traffic signals on the 2nd Street-3rd Street (McMinnville) Section of the Pacific Highway West in Yamhill County for the sum of $29,850 and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of McMinnville approve the project and the City deposits $7,100.

Those conditions were fulfilled and the Administrator of Highways on March 1, 1972, awarded you the project, which has been assigned Contract No. 7705.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

flm

cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Walt Hart
J. B. Boyd
Don Beecroft
Wm. Geibel (SAIF)

(Rev. 2-69)

OREGON STATE HIGHWAY DEPARTMENT

Changes in Plans, Specifications, Quantities and Cost Estimates Between Advertising and Letting Dates

Federal-Aid Projects

Letting Date 2-24-72 Project Name 2nd St. - 3rd St. (McMinnville)

FA No. EHS-T-5018(2) Hwy. Pacific Highway West Co. Yamhill

Changes:

(1) ~~add paragr~~ changed completion date to 130 calendar days

(2) Changed poles to pre fab type.

(3) Changed bolt specs to match poles

(4) added paragraph about conflicting signal monitor.

2-9-72

Discussed with BPR 2-10-72, 19__, by Zeibers & Galloway

BPR Recommendation: approved

by W. Bryant

OSHD Action Recommended:

by Date

Action:

by Date

Distribution:
Original to Specifications Engineer
2 copies to Federal-Aid Engineer

472-9371

2nd/3rd

TOPICS

$\$205^{98}$

Cont. #7705
Bond Refund
#001628 check

STATE COPY

EHS-T-5018(2)

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

APPROVED DATE FEB 15 1972
R. E. Sim[illegible] Division Engineer
Oregon [illegible]
Federal H[illegible] Administration
By G. K. H[illegible] Title District Engineer

February 10, 1972

TO PROSPECTIVE BIDDERS ON THE
2ND STREET-3RD STREET (McMINNVILLE)
TRAFFIC SIGNAL INSTALLATION PROJECT

(Bids to be opened and read
February 24, 1972)

Revision Letter No. 1

Gentlemen:

This letter is to inform you of revisions to the plans, special provisions and proposal form for the above-named project.

1. The COMPLETION TIME LIMIT for this project is changed to 130 calendar days.

2. Contrary to the plans and specifications, steel poles conforming with the following table, or approved equals, shall be used.

Pole No.	Union Metal Design No.	Weld Rite Catalog No.
1	XTC-1094-6-25	WR-12-10-2800-25
2	XTC-1006-A20	WR11-7-1720
3	FA-1108	WR-1-A
4	XTB-1059-10-A25	WR-12-3-2800-25
5	FA-1108	WR-1-A
6	XTC-1006-A20	WR-11-7-1720
7	XTC-1094-15-25	WR-12-10-2800-25
8	XTB-1059-A25	WR-11-3-1725
9	FA-1108	WR-1-A
10	XTC-1094-6-A18	WR-12-10-2800-18
11	XTB-1059-25	WR-11-10-1725
12	XTC-1094-8-A20	WR-12-10-2800-20

Shop drawings for poles will not be required.

3. Contrary to the plans and specifications, anchor bolts of a size, bolt circle and length recommended by the manufacturer shall be used. The size and design details of concrete footings shall be as shown on the plans.

4. On page 14 of the special provisions add the following under subsection 661.45.

(a-12) Signal Monitor. All pretimed controllers shall have a solid state signal monitor with necessary interface equipment meeting the following specifications:

1. The specification as listed in subsection 661.45(e-7) shall be used as applicable and as noted herein below.

2. The controller shall not "STOP TIMING". The controller shall run as when in the normal flashing night position as specified under subsection 661.45(a-8).

3. Flasher mechanisms for the signal monitor flashing shall be solid state plug-in units separate from any other flashing requirements for pretimed control equipment. Such monitor flashers shall only operate upon signal conflicts.

4. After any failures due to conflicting indications, the monitor re-set button shall place the signals back in operation in the Main Street-Green position after the necessary time for the requirements of subsection 661.45(a-8) are met.

The contractor shall take into account the signal monitor and associated circuits as described above in providing an adequate size controller cabinet to meet the applicable specifications contained in subsection 661.45(d).

The above changes will become a part of the contract for this project by the incorporation of this letter therein.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

R. L. Schroeder
Assistant State Highway Engineer

RECEIVED
[illegible]
FORM E-80-X 12-67
FOR FILING

#710

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1972

To: MEMO TO FILE

SUBJECT:

This letter is to serve as a file record that on February 8, I did deliver the attached material to the Specifications Unit with the request that they be transmitted to plan holders of the McMinnville and St. Helens traffic signal projects. The material will permit bidders to use catalogue numbered steel strain poles in their bid proposals.

I also requested Mr. Swenson to include the provision that shop drawings will not be required.

L. E. George
Traffic Engineer

LEG:pb

cc: R. L. Schroeder✓
A. E. Johnson
L. H. Young

NOTED
R. L. SCHROEDER

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Oregon State Highway Division

Federal-Aid
Project No. T-5018(1)

2ND STREET-3RD STREET (McMINNVILLE) SECTION ON THE
PACIFIC HWY. WEST AT JOHNSON ST. IN YAMHILL COUNTY

Salem, Oregon, February 4, 1972

Project Agreement Estimate.

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$2,000.00
	Total	$2,000.00

Length of Project - - - - - 0.0 Miles

Federal Funds	$1,270.00
State Funds	365.00
City Funds	365.00
Total	$2,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 36-0601

U. S. DEPARTMENT OF TRANSPORTAT - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	EHS-T-5018(2)
STATE PROJECT NO.	2nd St. - 3rd St. Section

FROM: R. E. Simpson, Division Engineer Salem, Oregon	PROGRAM NO.	COUNTY NAME Yamhill
	ITEM NO. T 51-B	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

Mr. George M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

DATE PS&E APPROVED February 2, 1972	DATE AUTHORIZATION EFFECTIVE February 2, 1972	FEDERAL ROUTE NUMBER Primary Route #9 STATE ROUTE NUMBER Pacific Highway West - Route 1W

GENERAL LOCATION:

City of McMinnville

GENERAL DESCRIPTION OF WORK:

After concurrance in award you are authorized to proceed with Contractor's Flagging in amount of $200.00 as shown in your Estimate.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Contractor's Flagging $200.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Mr. Young's January 31, 1972 request and certifying statements are accepted. PS&E documents for the subject project have been reviewed and are approved.

Federal funds are not eligible for participation in any interest payments that may become due and payable under Section 109.12 "Final Estimate & Final Payment" of the Project Specifications.

A signed copy of the Title Sheet is returned herewith.

2-11-72

DATE 2-3-72	SIGNATURE OF APPROVING OFFICIAL G. L. Green	TITLE For: Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Vined 2-14-72

RECEIVED
1

FOR FILING

#7705

January 31, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 200
Salem, OR 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid Projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972.

~~EHS-T-5018(2) 2nd St.-3rd St. (McMinnville) Section~~
EHS-T-5025(19) Portland City-wide Traffic Signals, Unit "B"

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

DAR:dg
Attachment

(MEMORANDUM) Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

1-27-72

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State Of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-3018 (1)

VOUCHER PERIOD: FROM 8-24-71 TO 1-27-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$1,426.24	$1,387.54	63.56%	$881.92	$881.92	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

V.E. [illegible]
Controller

Oregon

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	2ND STREET-3RD STREET (MCMINNVILLE)					
	YAMHILL COUNTY					
	Preliminary Engineering Type Code P.E. Preliminary Engineering					
	Preliminary Engineering	All	Required		$1,387.54	
	Total Preliminary Engineering Cost				$1,387.54	
	Total Participating Cost				$1,387.54	
	Nonparticipating Items					
	Audit expense	All	Required		$ 38.70	
	Total Nonparticipating Cost				$ 38.70	
	Total Cost				$1,426.24	
	AMOUNT CARRIED FORWARD...					

SUMMARY OF COMPLETED FEDERAL AID WORK

2ND ST.-3RD ST. (MCMINNVILLE) SECTION

T-5018 (1)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Preliminary Engineering	P.E.	$1,426.24	$881.92	0.00 Mile

TRANSACTION NUMBER 2-4

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): Mr. Young's January 14, 1

TITLE: Program & Planning Engine

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 51-B THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
51-B	EHS-T-5018(2)	0.0	36,000	22,800	2nd St. - 3rd St. (McMinnville)	Install Traffi and Illuminat

1-25-72

1-31-72
REFERRED T

Young
BY DEPUTY STATE HIGHWAY

MARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-27-72	For: Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any man tion on the part of the Federal Government to provide Federal funds for the undertaking.

RANSACTION NUMBER 2-4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-27-72

BY (Signature): MR. YOUNG'S JANUARY 14, 1972 PR-9

TITLE: PROGRAM & PLANNING ENGINEER

OF FEDERAL FUNDS ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 51-8 THRU ______

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	36,000	22,800	2ND ST. - 3RD ST. (MCMINNVILLE)	INSTALL TRAFFIC SIGNALS AND ILLUMINATION.

3/1/72
REFERRED TO
Young
BY OREGON STATE HIGHWAY [illegible]

NOTED
TOM EDWARDS

Chas
2-1-72

RECOMMENDED
URE AND TITLE

DATE
1-27-72

APPROVED
SIGNATURE AND TITLE
FOR: DIVISION ENGINEER

ization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
overnment to provide Federal funds for the undertaking.

GPO 927-954

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5018(2) Safety

2ND STREET-3RD STREET (McMINNVILLE) SECTION

PACIFIC HWY. WEST AT JOHNSON STREET

Salem, Oregon, January 14, 1972

P.S. & E. Estimate.

Type Code Y031
Traffic Signals (Pacific Hwy. West at Johnson St.)(City Streets)

Temporary Protection and Direction of Traffic	All Required	$ 1,000.00
Traffic Signal Installation, Complete	All Required	34,120.00
		$35,120.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$35,320.00
	10% Engr. & Cont.	3,532.00
	Total	$38,852.00

Length of Project - - - 0.00 Mile

Federal Funds -	$24,690.00
State Funds -	7,081.00
City Funds- -	7,081.00
Total Cost	$38,852.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix:

MONTHLY TRANSACTION NO. 2 - 6

DATE SUBMITTED TO W.O. 27

FORM PR-9
(REV. 4-61)

1-14-72

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 AND

CARD 2	REPORT NUMBER 4 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 99W at 2nd & 3rd St. (McMinnville) 21 65	ADT	9,700 9,100	FUTURE 18,400 17,200 (66) (70)	YEAR 91 (71) (72)

			FOR MISCELLANEOUS FUNDS ONLY					
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) PE, Illum. & Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS		COUNTY NAME
	NAME OF URBAN AREA McMinnville 17-31	F.A. SYSTEM Primary	

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST Safety		ITEM AS NOW PROGRAMED	51	T-5018(1)	US 99W at 2nd & 3rd St. (McMinnville) "2nd St.-3rd St. (McMinnville) Sec."	0.0 0.0	2,000 36,000
										PROJECT TOTAL	0.0	38,000
5					PE ROW CONST		REQUESTED REVISION	51-A	T-5018(1)	Same as above	0.0	2,000 (16) (23)
										PROJECT TOTAL	0.0	2,000

CARD A form PR-1 or PR-9 has been submitted within the last 7 days Yes ☐ PROJECT WITHDRAWN ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

1-14-72

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

nville) 65	ADT	9,700 9,100	FUTURE 18,400 17,200 (66) (70)	YEAR 91 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 077 4 6	ITEM NO. 51 (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

ROUTE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PROJECT NUMBER PREFIX LETTER(S) T- 14 23	NUMBER-AGR. NO. 5018(1) 7 13	I PROJECTS ONLY POST MI. (24) (28)	DESIG. 27

	COUNTY NAME Yamhill	CODE 14 071 16

F.A. SYSTEM Primary	RTE NO. T & P	FEDERAL AID 9	STATE (32) 1W (36)	U.S. (37) 99W (41)

CT ER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	 FEDERAL FUNDS (67) (76)	 STATE FUNDS	CHARACTER OF PROPOSED WORK
(1)	US 99W at 2nd & 3rd St. (McMinnville)	0.0	2,000	1,270	365 (City) 365	P.E. all phases; Install illum. & traffic signals.
	"2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000	22,800	6,600 (City) 6,600	
	PROJECT TOTAL	0.0	38,000	24,070	13,930	
1)	Same as above	0.0	2,000 (16) (23)	1,270 (24) (33)	365 365 (City)	P.E. all phases.
	PROJECT TOTAL	0.0	2,000	1,270	730	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

CARD 2
REPORT NUMBER (19) (20)
PROJECT LOCATION *(45 typewriter spaces)* 21 65
ADT
FUTURE (66) (70) YEAR (71)

CARD 3
CHARACTER OF PROPOSED WORK *(35 spaces)* 26 62
NATL. FOREST (63) (65)
FOR MISCELLANEOUS FUNDS ONLY
FH ROUTE NO (66) (68)
SUPV AGCY 69
DA CLASSIF. 70
DA AREA 71
EMERG. YR. 72 73
PL AUTH YR 74 75

CARD 4
CLASS OF FEDERAL FUNDS [1]
NAME OF URBAN AREA 17-31
COUNTY NAME
F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					PE ROW CONST Safety		Requested Revision	51-B	EHS-T-5018(2)	US 99W at 2nd & 3rd St. (McMinnville) "2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000
										PROJECT TOTAL	0.0	36,000
5					PE ROW CONST		REQUESTED REVISION					
										PROJECT TOTAL		(16) (23) (24)

CARD 1
A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐
COLUMN 14 → CODE 11
PROJECT WITHDRAWN YES ☐ CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To split proj. as orig. programed
T-5018(1), PE all phases and Item 51-B, Project
This action is being taken in order that the phys
as an "EHS" project under IM 30-5-71, "Emergency

DATE OF INITIAL APPROVAL:
August 24, 1971

OTHER:

PROGRAM REVISION REQUESTED
DATE
January 14, 1972
SIGNATURE
Programing Engineer

RECOMMENDED
DATE
SIGNATURE
TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (16)

FOR MISCELLANEOUS FUNDS ONLY

TE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 12	I PROJECTS ONLY POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME

CODE 14 16

F.A. SYSTEM

RTE NO. FEDERAL AID STATE (32) (36) U.S. (37) (41)

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
US 99W at 2nd & 3rd St. (McMinnville) "2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000	22,800	6,600(City) 6,600	Install illum. & traffic signals.
PROJECT TOTAL	0.0	36,000	22,800	13,200	
		(16) (23)	(24) (33)		
PROJECT TOTAL					

REASON FOR CHANGE: To split proj. as orig. programed into two separate projects as Item 51-A, Project T-5018(1), PE all phases and Item 51-B, Project EHS-T-5018(2), install illum. & traffic signals. This action is being taken in order that the physical construction may be programed and obligated as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a).

ıll

M REVISION REQUESTED	RECOMMENDED	APPROVED
ary 14, 1972	DATE	DATE JAN 27 1972
	SIGNATURE	SIGNATURE
gineer	TITLE	TITLE

ncing, show both classes of funds involved.

USCOMM-DC 48903-P61

MONTHLY TRANSACTION NO. 2-4

DATE SUBMITTED TO W.O. JAN 27 1972

FORM PR-1
(REV. 4-61)

1-14-72

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) US 99W at 2nd & 3rd St. (McMinnville) 21 65	ADT	PRESENT * 9,700 9,100	FUTURE * 18,400 17,200 (66) (70)	YEAR 91 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Illum. & Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. B-2 EHS (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME
	NAME OF URBAN AREA 17-21 McMinnville	ROUTE NO. T p FEDERAL-AID 9

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		US 99W at 2nd & 3rd St. (McMinnville)			
5					ROW					
5	30	(65) (11)		3	CONST (CODE) Safety Y030 Y031	3	"2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000	22,800

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	36,000	22,800
1	14				(16) (23)	(24) (33)

PROGRAM APPROVAL DATES

JAN 27 1972

FHWA OREGON DIVISION

T

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

-72

e)

ADT

PRESENT * (66): 9,700 / 9,100

FUTURE * (66)–(70): 18,400 / 17,200

YEAR (71)–(72): 91

REGION: 10

STATE NAME: Oregon

STATE CODE (2)–(3): 35

APPN CODE (4)–(5): 077

ITEM NO. (14)–(15): 51-B

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR. (72)–(73): B-2 EHS

PL. AUTH YR (74)–(75):

PROJECT NUMBER — PREFIX LETTER(S): EHS-T- NUMBER: 5018 SEQ. NO.: (2)

I. Projects Only — POST MI.: DESIG.:

COUNTY NAME: Yamhill CODE (14)–(16): 071

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. T P — FEDERAL-AID: 9 (32) STATE: 1W (36) U.S. (37): 99W (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (56)	(59) (66)	(67) (76)			Install illum. & traffic signals. ROW-60' min.; Access Control-none; Park. Restrictions-none.
0.0	36,000	22,800	6,600	6,600 (City)	
CT LS 0.0	36,000 (16) (23)	22,800 (24) (33)	6,600	6,600 (City)	

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☑ ☐ ☒ ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

1-14-72

REMARKS

*Top ADT entering 2nd & Adams
Bot. ADT entering 2nd & Baker

-OVER-

USCOMM DUSCOMM-DC 48905-P61

2ND ST.-3RD ST. (McMINNVILLE) SECTION
PROJECT NO. EHS-T-5018(2)

Existing Facilities: Each intersection as follows:

1. 2nd St. & Adams St. (So.Bd. US 99W): No traffic control signal.
   2nd St. - East: 38' curb section, 2 lanes.
   West: 41' curb section, 2 lanes.
   Adams Street: 40' curb section, 2 lanes one-way.

2. 2nd St. & Baker St. (N.Bd. US 99W): No traffic control signal.
   2nd St. - East: 42' curb section, 2 lanes.
   West: 38' curb section, 2 lanes.
   Baker St.-North: 40' curb section, 2 lanes one-way.
   South: 38' curb section, 2 lanes one-way.

3. 3rd St. & Baker St. (N.Bd. US 99W): Obsolete traffic control signal.
   3rd Street: 40' curb section, 2 lanes.
   Baker St.-North: 44' curb section, 2 lanes one-way.
   South: 40' curb section, 2 lanes one-way.

Project Data: The proposed work is as follows:

1. 2nd St. at Adams St.: Install pretimed 2-phase traffic control signal and necessary illumination.

2. 2nd St. at Baker St.: Install pretimed 2-phase traffic control signal and necessary illumination.

3. 3rd St. & Baker St.: Replace obsolete traffic signal with a pretimed 2-phase traffic control signal and install necessary illumination.

4. Interconnect above-proposed signals with existing traffic control signals on 3rd St. at Davis St. and Ford St.

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the three intersections have

---

experience
controllin
increasing
accidents

Additional

System Act

Railroads,
Areas: No

Relocation
not require

Clearinghe
agreements

Public Hea
PPM 20-8.

Environment
of July 23,

Location/De

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Data for PR

NOTE: This
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have a potential
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rsections have

experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections.

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA, May 6, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional ROW is not required.

Clearinghouse Approval: State and District 3 exempt under working agreements dated April 28, 1970 and September 30, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 23, 1971.

Location/Design Approval: Granted November 23, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Primary System.

NOTE: This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

MONTHLY TRANSACTION NO. 2 - 6

DATE SUBMITTED TO W.O. 27 JAN 1972

FORM PR-9
(REV. 4-61)

1-14-72

REQUEST FO
OF INDIVIDUAL PROJ
(PPM 21-

CARD 2

REPORT NUMBER (19) (20): 4

PROJECT LOCATION *(45 typewriter spaces)* 21 65: US 99W at 2nd & 3rd St. (McMinnville)

ADT 9,700
9,100 — FUTURE (66) (70) (71 18,400
17,200

CARD 3

CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62: PE, Illum. & Traffic Signals

NATL. FOREST (63) (65)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO (66) (68) — SUPV AGCY 69 — DA CLASSIF. 70 — DA AREA 71 — EMERG. YR. 72 73 — PL AU 74

CARD 4

CLASS OF FEDERAL FUNDS [1]: TOPICS

COUNTY NAME

NAME OF URBAN AREA 17-31: McMinnville

F.A. SYSTEM: Primary

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST Safety		ITEM AS NOW PRO-GRAMED	51	T-5018(1)	US 99W at 2nd & 3rd St. (McMinnville) "2nd St.-3rd St. (McMinnville) Sec."	0.0 0.0	2,000 36,000
										PROJECT TOTAL	0.0	38,000
5					PE ROW CONST		RE-QUESTED REVISION	51-A	T-5018(1)	Same as above	0.0	2,000 (16)
CARD	A form PR-1 or PR-9 has been submitted within the last 7 days						Yes	PROJECT WITHDRAWN		**PROJECT TOTAL**	0.0	2,000

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

4-72

e)	ADT	9,700 9,100	FUTURE 18,400 17,200	YEAR 91	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN. CODE 077	ITEM NO. 51

FOR MISCELLANEOUS FUNDS ONLY

E NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.	PROJECT NUMBER PREFIX LETTER(S) T-	NUMBER-AGR. NO. 5018(1)	I PROJECTS ONLY POST MI. MI.	DESIG.

CODE 071

COUNTY NAME: Yamhill

RTE NO.	FEDERAL AID	STATE	U.S.
T & P	9	1W	99W

F.A. SYSTEM: Primary

TERMINI	MILES	PROJECT COST TOTAL COST	 FEDERAL FUNDS	 STATE FUNDS	CHARACTER OF PROPOSED WORK
	(54) (56)	(59) (66)	(67) (76)		
US 99W at 2nd & 3rd St. (McMinnville)	0.0	2,000	1,270	365 (City) 365	P.E. all phases; Install illum. & traffic signals.
"2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000	22,800	6,600 (City) 6,600	
PROJECT TOTAL	0.0	38,000	24,070	13,930	
Same as above	0.0	2,000	1,270	365 365 (City)	P.E. all phases.
		(16) (23)	(24) (33)		
PROJECT TOTAL	0.0	2,000	1,270	730	

RECEIVED
COUNTY & CITY SECTION

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR A
OF INDIVIDUAL PROJECT
(PPM 21-1 AN

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT		FUTURE (66) (70) · YEAR (71) (72
CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68) · SUPV AGCY 69 · DA CLASSIF. 70 · DA AREA 71 · EMERG. YR. 72 73 · PL AUTH YR 74 7		
CARD 4	CLASS OF FEDERAL FUNDS [1]				COUNTY NAME
	NAME OF URBAN AREA 17-31		F.A. SYSTEM		

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)
5					PE ROW CONST Safety		Re-quested Revi-sion	51-B	EHS-T-5018(2)	US 99W at 2nd & 3rd St. (McMinnville) "2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000
										PROJECT TOTAL	0.0	36,000
5					PE ROW CONST		RE-QUESTED REVISION					(16) (23)
										PROJECT TOTAL		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 14 ⟶ CODE 11	CODE 2	

REASON FOR CHANGE: To split proj. as orig. programe
T-5018(1), PE all phases and Item 51-B, Projec
This action is being taken in order that the p
as an "EHS" project under IM 30-5-71, "Emergen

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: August 24, 1971

OTHER:

PROGRAM REVISION REQUESTED	RECOMMENDED
DATE January 14, 1972	DATE
SIGNATURE	SIGNATURE
Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

1.

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)
						APPN. CODE 4 6	ITEM NO. (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

OUTE NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75

PROJECT NUMBER

PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME

CODE 14

F.A. SYSTEM

RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37) (41)

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
US 99W at 2nd & 3rd St. (McMinnville) "2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000	22,800	6,600(City) 6,600	Install illum. & traffic signals.
PROJECT TOTAL	0.0	36,000	22,800	13,200	
		(16) (23)	(24) (33)		RECEIVED COUNTY & CITY SECTION
PROJECT TOTAL					

REASON FOR CHANGE: To split proj. as orig. programed into two separate projects as Item 51-A, Project T-5018(1), PE all phases and Item 51-B, Project EHS-T-5018(2), install illum. & traffic signals. This action is being taken in order that the physical construction may be programed and obligated as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a).

for all

RAM REVISION REQUESTED	RECOMMENDED	APPROVED
nuary 14, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
Engineer	TITLE	TITLE

inancing, show both classes of funds involved.

USCOMM-DC 48908-P61

2nd St. - 3rd St. (McMinnville) Section

~~Pacific Hwy. West at Johnson~~
~~St. (Tigard) Section~~ 1-13-72
Traffic Signal Installation

BID SCHEDULE

Item No.	Item	Quantity and Unit	Amount
1.	Temporary Protection and Direction of Traffic	All Specified	
	For ________________	Lump Sum	$ 1,000.00
2.	Traffic Signal Installation, Complete	All Specified	
	For ________________	Lump Sum	$ 34,120.00
		~~Total Amount of Bid~~ Sub-Total	$ 35,120.00

Flagging - 200.00

	200.–
	$ 35,320.–
14½% Engr & Contin	5,121.40
	$ 40,441.40

RECEIVED
COUNTY & CITY SECTION
JAN 13 1972
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

MEMO TO FILES

December 21, 1971

Re: TOPICS Project T-5018(1)
2nd St.-3rd St. Section
Adams St.-Baker St. Couplet
City of McMinnville

This project consists of the installation and modification of traffic control signals.

Footpaths and bike trails will not be established as part of this project as per Section 2(1) of ORS Chapter 366. There will be no highway, road or street construction, reconstruction or relocation involved.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

RECEIVED
COUNTY & CITY SECTION
DEC 21 1971
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

December 1, 1971
(date)

Mr. Joe W. Dancer
City Manager
City Hall
McMinnville, Oregon 97128

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific Highway West

Section 2nd Street-3rd Street: Signals (TOPICS)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
DEC 6 1971
☑ ENGR. ☑ COOR. ☑ [illegible] ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

December 3, 1971
(date)

By Joe W. Dancer
City Manager

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: November 23, 1971

In reply refer to: 08-35-FA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5018(1)
2nd St.-3rd St. Section
Adams St.-Baker St. Couplet
City of McMinnville
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Klaboe's November 8 letter.

NOTED
R. D. ASBURRY

11-26-71
REFERRED TO
Young - Cy
BY ASST. STATE HWY. ENGR.

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 26 1971
PROGRAM & PLANNING
DIVISION

Chase
NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

22 71

FEDERAL AID PROJECT NO. T-5018(1)

STATE PROJECT NO.
2nd St.-3rd St.
McMinnville Section

FROM:
R. E. Simpson, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. T-51

COUNTY NAME Yamhill

PROGRAM STAGE *(Check)* ☐ 1. ☒ 2.

TO:

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	November 22, 1971	Federal Aid Primary Route 9
		STATE ROUTE NUMBER
		Pacific Highway West Route 1W

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
R. D. ASBURRY

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE
Chase

DATE 11-22-71

SIGNATURE OF APPROVING OFFICIAL Green

TITLE For Division Engineer

Cox

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

#775

Public Hearing Not Req.

November 8, 1971

Location/Design Approval
2nd St.-3rd St. Section
Adams St.-Baker St. Couplet
Project T-5018(1)
City of McMinnville
Yamhill County

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design

a. The locations are the existing intersections on Adams Street at 2nd Street and on Baker Street at 2nd and 3rd Streets.

b. The design consists of pretimed traffic control signals interconnected with existing traffic control signals in the area plus intersection illumination.

NOTED
F. B. KLABOE

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 copy Study Report (County and City memo of November 1, 1971)
1 copy City of McMinnville "TOPICS Project Request" dated May 14, 1971.

The Highway Division, having considered all of the data, as well as the social, economic and envirionmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 3 Clearinghouse reviews under working agreements dated April 28, 1971 and September 30, 1970, respectively.

Waiver of environment statement requirements was approved by FHWA memorandum dated July 23, 1971.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PS&E phase of preliminary engineering for final plan preparation, etc., as programmed under the subject project T-5018(1).

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosures

RNC:dg
cc R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
H. S. Cox
R. H. Chase
B. L. Gifford

RECEIVED
NOV 26 1971

FOR FILING

#7765

November 5, 1971

NEWS-REGISTER

McMinnville, Oregon 97128

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of McMinnville, Yamhill County, Oregon, relative to State's proposed plans for installation of traffic signals within the City of McMinnville. The proposal is approximately as shown on the attached map.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Wednesday, November 10, 1971, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. B. Boyd, Regional Engineer in Salem, phone 378-2626.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice and Map

cc: City of McMinnville
Federal Highway Administration
Program and Planning, 2
Accounting: 5107-608-04
County and City Section
Public Affairs
J. B. Boyd, Region 2 Engineer
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
Gary Sund
F. L. Hall
R. N. Chase
F. B. Crandall
B. L. Gifford

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of McMinnville and the Oregon State Highway Division are requesting the Federal Highway Administration's location-design approval for a proposed traffic signal revision and/or installation project at various intersections in downtown McMinnville, Oregon. The intersections involved are 2nd Street at Adams and Baker Streets, and 3rd Street at Baker, Davis, and Ford Streets.

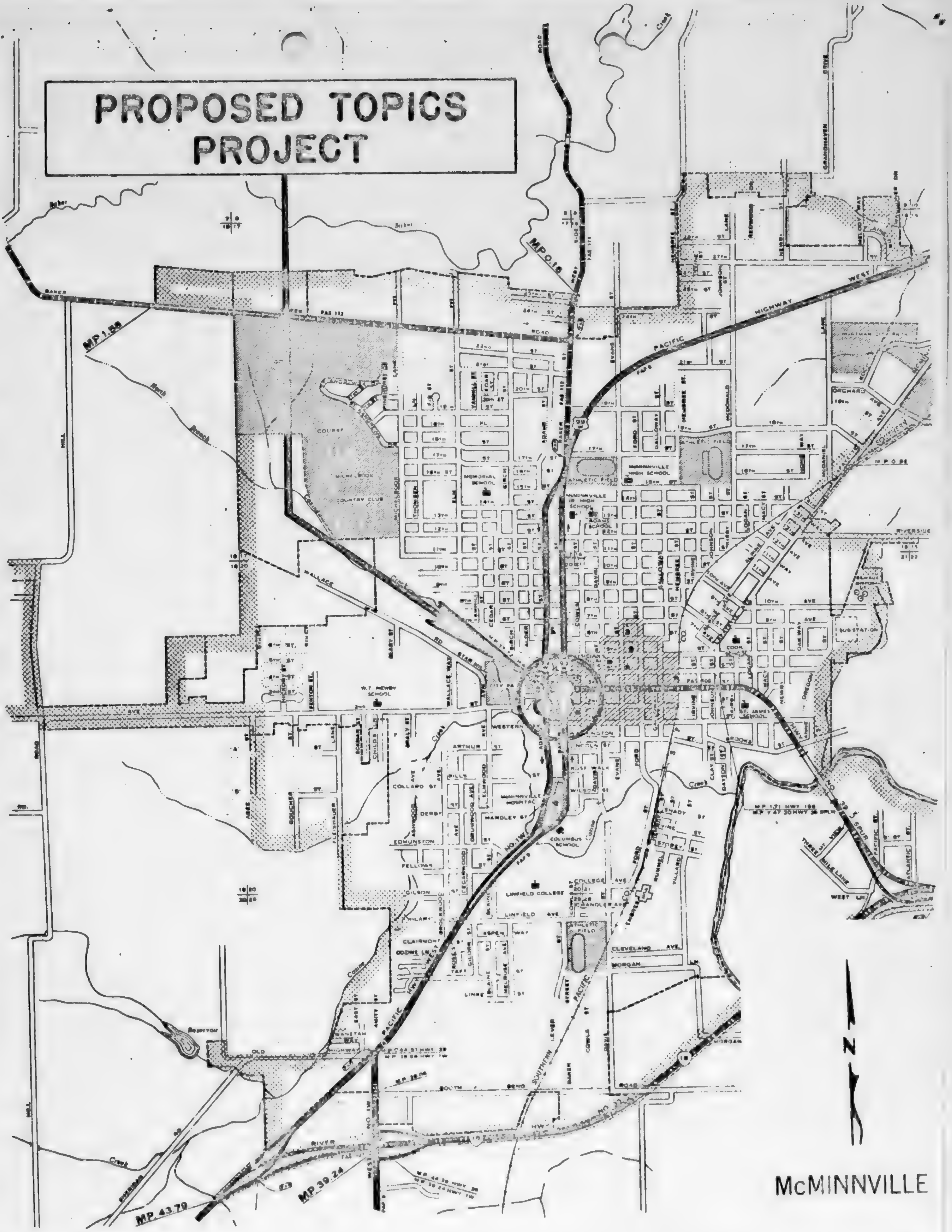
Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
11/5/71

NEWS-REGISTER, McMinnville



PROPOSED TOPICS PROJECT

McMINNVILLE

CITY OF
McMinnville
CITY HALL • Telephone 472-6191
McMINNVILLE, OREGON 97128

November 4, 1971

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention Mr. Richard Bladorn

Dear Mr. Cox:

TOPICS Project T-5018(1)
2d Street-3d Street Section
Adams Street-Baker Street Couplet

As requested in your letter of October 28, 1971, we are returning one copy each of the completed right-of-way and utilities certificate and the salvage certificate.

Yours truly,

Joe W. Dancer
City Manager

JWD:JNF

Enclosure 2

RECEIVED
COUNTY & CITY SECTION
NOV 5 - 1971
ENGR. ☑ COOR. ☑ OE ☒ RE ☑ UC
☑ [illegible] ☑ CE ☑ RE ☒ RPE ☐

11-8-71

CC: J.B. Boyd
C.G. Swenson
R.N. Chase
T.W. Litchfield
J.R. Oakes

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5018(1)

Project Name 2nd St-3rd St. Section

Adams St.-Baker St. Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at McMinnville, Oregon,

this second day of November, 1971.

City of McMinnville

Norman R. Scott
Mayor Norman R. Scott

John M. Teague
Recorder John M. Teague

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COUNTY & CITY SECTION
NOV 5 - 1971
☑ ENGR. ☑ [illegible] ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RC ☐ RPE ☐

11-8-71
cc R. G. Crandall
J. E. [illegible]
C. G. Swanson
R. D. Chase
J. R. Schultz - FHWA

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5018(1)
Project Name: 2nd St.-3rd St. Section
Adams St.-Baker St. Couplet

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☒ We do wish to have these materials salvaged* and request that the contractor be directed to stockpile these items at Street Department Shop, 1036 First Street. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such transaction so that the subject Federal Aid project may be credited in the amount received.

Signed at McMinnville, Oregon, this second day of November, 1971."

CITY OF McMINNVILLE
By Joe W Dancer
Joe W. Dancer
Title City Manager

By
Title

RECEIVED
COUNTY & CITY SECTION
NOV 5 - 1971
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☑ UPE ☐ CE ☑ RE ☐ RPE ☐

* If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
November 1, 1971

To: Mr. L. H. Young
Program and Planning Engineer
BUILDING

Attn: Mr. R. N. Chase

SUBJECT: Location/Design Approval
TOPICS Project T-5018(1)
2nd St.-3rd St. Section
Adams St.-Baker St. Couplet
City of McMinnville

Processing for location-design approval for the subject project is requested.

STUDY REPORT

LOCATION: Three street intersections
Adams Street at 2nd Street
Baker Street at 2nd Street
Baker Street at 3rd Street

DESIGN: Install pretimed traffic control signals on 2nd Street at Adams Street and Baker Street.
Replace obsolete traffic signal on 3rd Street at Baker Street with a pretimed traffic control signal.
Interconnect above signals with existing traffic control signals on 3rd Street at Davis Street and Ford Street.
Provide necessary intersection illumination on 2nd Street at Adams Street and Baker Street and on 3rd Street at Baker Street.

See attached copy of report from the City of McMinnville for further information about the project.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

Chase

RB:ljt
Att.

RECEIVED
NOV 2 1971
PROGRAM & PLANNING
DIVISION

SP*32479-734

RECEIVED
COUNTY & CITY SECTION
MAY 17 1971
☐ ENGR. ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ [illegible] ☐ RE ☐ [illegible] ☐

TOPICS PROJECT REQUEST

City of McMinnville

May, 1971

PROJECT DESCRIPTION

The projects proposed to be accomplished in the City of McMinnville under the TOPICS Program include the following:

1. The installation of traffic signal control at the intersections of Second Street with Adams and with Baker Streets;
2. The reconstruction and modernization of the existing traffic signal control at the intersection of Third Street with Baker Street; and,
3. The extension of the signal supervisory circuit to provide interconnection and coordination between the existing and the proposed new traffic signals.

It is also proposed that intersection illumination be included with both the new and the modernized signal installations. Adams and Baker Streets serve as a one-way couplet link for State Primary Highway 1 W. Third Street is a part of State Secondary Highway, 39 Spur, and Second Street is a City East-west arterial street. Both Second and Third are two-way streets.

The existing traffic control provides for stop sign control on Second Street at both Adams and Baker. One-way arrow signs signifying the one-way directions on Adams and Baker are provided at the near right and far left corners for traffic traveling East or West on Second. Traffic signal control is provided at the intersection of Third with Baker; however, neither the vehicular or pedestrian signals meet the Federal or State Standards for head, size, or number of indication requirements. The existing signal is not compatible with the recent signal installations at the intersections of Third with Davis and Ford Streets. This existing signal was installed about 20 years ago and was preceded by a flashing beacon operation.

EXISTING CONDITIONS NECESSITATING THESE PROPOSED TOPICS PROJECTS.

During 1970 there were nine accidents at the intersection of Second Street with Adams, of which seven were of the type susceptible of correction by traffic signal control. There were three accidents of the type susceptible of correction by traffic signals at Second with Baker.

Traffic volumes nearly meet the minimum vehicular volume warrant and the traffic volumes on Second are exceeding the minor street warrant for the interruption of continuous traffic. Considerable back-up of traffic and motorist delay were noted on both legs of Second Street. At times, the back-up of Eastbound traffic on Second at Baker will completely fill the block between Adams and Baker and cause a back-up onto Adams Street.

Sight distance is restricted by buildings and/or parked vehicles at both intersections for vehicles entering or crossing Adams and Baker. The accident records indicate that a number of rear-end and turning accidents have occured as a result of the restricted sight conditions.

meet

Although the volumes of traffic on Adams and Baker do not quite need the minimum volume warrant, there are no previous signals or other control conditions in the system that will cause a platooning effect. The random arrivals are so spaced that motorists must take chances on small gaps in traffic to enter or cross either Adams or Baker.

The existing traffic signal control at Third with Baker provides two 8-inch signal indications with backboards for Northbound traffic on Baker but only single, 8-inch, signal indications for East and West-bound traffic on Third. Also the signals heads controlling Third Street traffic do not have backboards. The pedestrian signal control are obsolete, 8-inch circular indications. The new signals at Third with Davis and with Ford provide 12-inch red signals for all directions and all heads have backboards. The pedestrian signals are the nominal 9-inch square signals at the new locations.

THESE PROJECTS WOULD ACCOMPLISH THE FOLLOWING:

Although some reduction in capacity will occur on Adams and Baker with the installation of traffic signals, they will provide the necessary assignment of right-of-way for traffic entering or crossing these streets from Second Street. Improved operations and safety along Second Street will encourage the use of this street rather than on other adjacent streets. The accident statistics do not reveal the actual hazards. These proposed signal installations can be interconnected to provide coordinated timing for progressive flow, particulary for Adams and Baker. Some reduction in accidents should occur with the installation of traffic signal control.

With new signals, meeting the latest standards, at Second with Baker it is even more imperative that the signal at Third and Baker be modernized to be of a compatible design.

TOPICS PROJECT REQUEST, cont.

Sight distance is restricted by buildings and/or parked vehicles at both intersections for vehicles entering or crossing Adams and Baker. The accident records indicate that a number of rear-end and turning accidents have occured as a result of the restricted sight conditions.

Although the volumes of traffic on Adams and Baker do not quite need the minimum volume warrant, there are no previous signals or other control conditions in the system that will cause a platooning effect. The random arrivals are so spaced that motorists must take chances on small gaps in traffic to enter or cross either Adams or Baker.

The existing traffic signal control at Third with Baker provides two 8-inch signal indications with backboards for Northbound traffic on Baker but only single, 8-inch, signal indications for East and West-bound traffic on Third. Also the signals heads controlling Third Street traffic do not have backboards. The pedestrian signal control are obsolete, 8-inch circular indications. The new signals at Third with Davis and with Ford provide 12-inch red signals for all directions and all heads have backboards. The pedestrian signals are the nominal 9-inch square signals at the new locations.

THESE PROJECTS WOULD ACCOMPLISH THE FOLLOWING:

Although some reduction in capacity will occur on Adams and Baker with the installation of traffic signals, they will provide the necessary assignment of right-of-way for traffic entering or crossing these streets from Second Street. Improved operations and safety along Second Street will encourage the use of this street rather than on other adjacent streets. The accident statistics do not reveal the actual hazards. These proposed signal installations can be interconnected to provide coordinated timing for progressive flow, particulary for Adams and Baker. Some reduction in accidents should occur with the installation of traffic signal control.

With new signals, meeting the latest standards, at Second with Baker it is even more imperative that the signal at Third and Baker be modernized to be of a compatible design.

RECEIVED
SEP 22 1971

FOR FILE

#1705

September 13, 1971

City of McMinnville
City Hall
McMinnville, Oregon 97128

Attention: John M. Teague
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4270

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of McMinnville and the Oregon State Highway Commission covering a TOPICS project on the 2nd Street-3rd Street Section of the Adams Street-Baker Street Couplet.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

T

CITY OF
McMinnville
CITY HALL • Telephone 472-6191
McMINNVILLE, OREGON 97128

September 8, 1971

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Bladorn: TOPICS Project T-5018 (1)
2nd Street-3d Street Section
Adams Street-Baker Street Couplet

As requested in your letter of August 30, 1971, we are enclosing the three executed copies of the TOPICS Agreement together with a certified copy of Resolution No. 1971-17.

Yours truly,

Joe W. Dancer
City Manager

JWD:JNF
Enclosure 4

RECEIVED
COUNTY & CITY SECTION
SEP 9 1971
☑ ENGR. ☑ COOR. ☐ OE ☐ RE ☑ UE
☐ UPE ☐ OE ☐ RE ☐ SPE ☐

August 30, 1971

Mr. Joe W. Dancer
City Manager
City Hall
McMinnville, Oregon 97128

Re: TOPICS Project T-5018(1)
2nd Street-3rd Street Section
Adams Street-Baker Street Couplet

Dear Mr. Dancer:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on August 24, 1971. One of our Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: J. B. Boyd

RECEIVED
COUNTY & CITY SECTION
AUG [illegible] 1971
☑ ENGR. ☑ [illegible] ☑ [illegible] A ☐ [illegible] ☑ UE
☑ UPE ☑ CE R RE ☒ RPE ☐

TRANSACTION NUMBER 8-82

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTME
OREGON

BY (Signature)
MR. YOUNG'S AUGUST 1

TITLE
PROGRAM & PLANNING E

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 51 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WOR
51 8-24-71	T-5018(1)	0.0	38,000	24,070	2ND ST.-3RD ST. (MCMINNVILLE) Young	PRELIMIN ILLUMINAT SIGNALS

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

R. D. ASBURY

DATE	RECOMMENDED SIGNATURE AND TITLE
DATE 8-24-71	APPROVED SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENG

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any m tion on the part of the Federal Government to provide Federal funds for the undertaking.

8-31-71
ind

R 8-82

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

UEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 8-24-71
BY (Signature): MR. YOUNG'S AUGUST 18, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

EDERAL FUNDS ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 2
ITEM NOS. 51 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.0	38,000	24,070	2ND ST.-3RD ST. (MCMINNVILLE)	PRELIMINARY ENGINEERING ILLUMINATION AND TRAFFIC SIGNALS

Young

NOTED
DON EDWARDS

OCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN

NOTED
R. D. ASBURY

Clear 5-31-71 ms

RECOMMENDED
AND TITLE

DATE 8-24-71

APPROVED
SIGNATURE AND TITLE
R. E. SIMPSON, DIVISION ENGINEER

ion to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
nment to provide Federal funds for the undertaking.

5-31-71 ms

GPO 927-954

RECEIVED
AUG 19 1971
FOR FILING

#1705

T-5018(1)

August 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 51, Project No. T-5018(1), "2nd St.-3rd St. (McMinnville) Section", which we desire to have included in the Federal-aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 3 Clearinghouses' review under working agreements dated April 28, 1970 and September 30, 1970, respectively.

Public hearings are not required under provisions of paragraph 6c of PPM 20-8.

Environmental statement requirement was waived by FHWA (Division) memorandum dated July 23, 1971, for this project under the provisions of paragraph 3f(3) of PPM 21-18.

The signal and illumination work to be accomplished under this project qualify as safety improvement under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enclosures

MONTHLY TRANSACTION NO. 8-82	FORM PR-1 (REV 4-61) 8-18-71	**FEDERAL-AID** (PPM
DATE SUBMITTED TO W.O. AUG 24 1971		

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YE (71)
2	1	US 99W at 2nd & 3rd St. (McMinnville)	**ADT**	*9,700 9,100	*18,400 17,200	

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AU (74)
3	PE, Illum. & Traffic Signals						B-2	

CARD			
4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME	
	NAME OF URBAN AREA 17-31 McMinnville	ROUTE NO. T P	FEDERAL-A 9

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5	10			1	**PE**	3	US 99W at 2nd & 3rd St. (McMinnville)	0.0	2,000	1,270
5					**ROW**					
5	30			3	**CONST** (CODE) Safety Y030 Y031	3	"2nd St.-3rd St. (McMinnville) Sec."	0.0	36,000	22,800

RECEIVE
COUNTY & CITY SECTIO
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD	CODE	PREPARED BY				
1	1		PROJECT TOTALS	0.0	38,000	24,070
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

AUG 24 1971

*Top ADT entering 2nd & Adams
Bot. ADT entering 2nd & Baker

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

8-18-71

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

nville)

ADT	PRESENT *9,700 9,100	FUTURE *18,400 17,200	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 51

I. Projects Only

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
				B-2		T-	5018	(1)	

PROJECT NUMBER

CS

COUNTY NAME: Yamhill — CODE: 071

nville

ROUTE NO. T P — FEDERAL-AID: 9 — STATE: 1W — U.S.: 99W

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
& 3rd le)	0.0	2,000	1,270	365	365 (City)	P.E. all phases; Install illum. & traffic signals.
St. Sec."	0.0	36,000	22,800	6,600	6,600 (City)	ROW-60' min.; Access Control-none; Park. Restrictions-none.
PROJECT TOTALS	0.0	38,000	24,070	6,965	6,965 (City)	

RECEIVED
COUNTY & CITY SECTION
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

*Top ADT entering 2nd & Adams
Bot. ADT entering 2nd & Baker

REMARKS
Preliminary Engineering:
Field Work $1,000
PS&E Prep. 1,000

-OVER-

2ND ST.-3RD ST. (McMINNVILLE) SECTION
PROJECT NO. T-5018(1)

Existing Facilities: Each intersection as follows:

1. 2nd St. & Adams St. (So.Bd. US 99W): No traffic control signal.
   2nd St. - East: 38' curb section, 2 lanes.
   West: 41' curb section, 2 lanes.
   Adams Street: 40' curb section, 2 lanes one-way.

2. 2nd St. & Baker St. (N.Bd. US 99W): No traffic control signal.
   2nd St. - East: 42' curb section, 2 lanes.
   West: 38' curb section, 2 lanes.
   Baker St.-North: 40' curb section, 2 lanes one-way.
   South: 38' curb section, 2 lanes one-way.

3. 3rd St. & Baker St. (N.Bd. US 99W): Obsolete traffic control signal.
   3rd Street: 40' curb section, 2 lanes.
   Baker St.-North: 44' curb section, 2 lanes one-way.
   South: 40' curb section, 2 lanes one-way.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. 2nd St. at Adams St.: Install pretimed 2-phase traffic control signal and necessary illumination.

3. 2nd St. at Baker St.: Install pretimed 2-phase traffic control signal and necessary illumination.

4. 3rd St. & Baker St.: Replace obsolete traffic signal with a pretimed 2-phase traffic control signal and install necessary illumination.

5. Interconnect above proposed signals with existing traffic control signals on 3rd St. at Davis St. and Ford St.

NOTE: The proposed signal and illumination work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the three intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact the three intersections have experienced a high number of accidents. The proposed signals by controlling the flow of traffic and the proposed illumination by increasing night visibility will reduce substantially the number of accidents occurring at these intersections.

Additional Right-o

System Action: Te

Railroads, Airport
None involved.

Relocation Assista
required.

Clearinghouse Appr
ments dated April

Public Hearings:
20-8.

Environmental Impa
July 23, 1971.

Control of Utiliti
authority to contr
project. A State-
graph 6d(1) of PPM

Data for PR-37: 1

SECTION

control signal.

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raffic control signal

affic control signal

gnal with a pretimed
ary illumination.

traffic control sig-

classified as "Safety
ty and State Highway
l and actual accident
of PPM 21-16, based
a high number of
low of traffic and
ity will reduce sub-
intersections.

Additional Right-of-Way: None required.

System Action: Tentative FAP Type II System approved by FHWA May 6, 1971.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional ROW is not required.

Clearinghouse Approval: State and District 3 exempt under working agreements dated April 28, 1970 and September 30, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 23, 1971.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FA Primary System.

Salem, Oregon
July 29, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

TOPICS Project Programming
Coos Bay, Forest Grove,
McMinnville, North Bend

Attention: Mr. R. N. Chase

Herewith is programming information for four TOPICS projects which were approved by the Highway Commission on June 22, 1971.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
Attachment

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 29, 1971

CITY: McMinnville SECTION: 2nd St.-3rd St., Adams St.-Baker St. Couplet

PROPOSED WORK: Signals

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	36,000	21,600	7,200	7,200	
P.E.	2,000	1,200	400	400	
		FIELD 1,000		P.S.& E. Preparation 1,000	

EXISTING FACILITIES:

2nd Street - 38'-41' curb to curb - 2 lane
3rd Street - 40' curb to curb - 2 lane
Adam Street - 40' curb to curb - 2 lane - one-way southbound
Baker Street - 38'-44' curb to curb - 2 lane - one-way northbound

PROJECT DATA:

Install pretimed traffic control signals on 2nd Street at Adams Street and Baker Street.
Replace obsolete traffic signal on 3rd Street at Baker Street with a pretimed traffic control signal.
Interconnect above signals with existing traffic control signals on 3rd Street at Davis Street and Ford Street.
Provide necessary intersection illumination on 2nd Street at Adams Street and Baker Street and on 3rd Street at Baker Street.

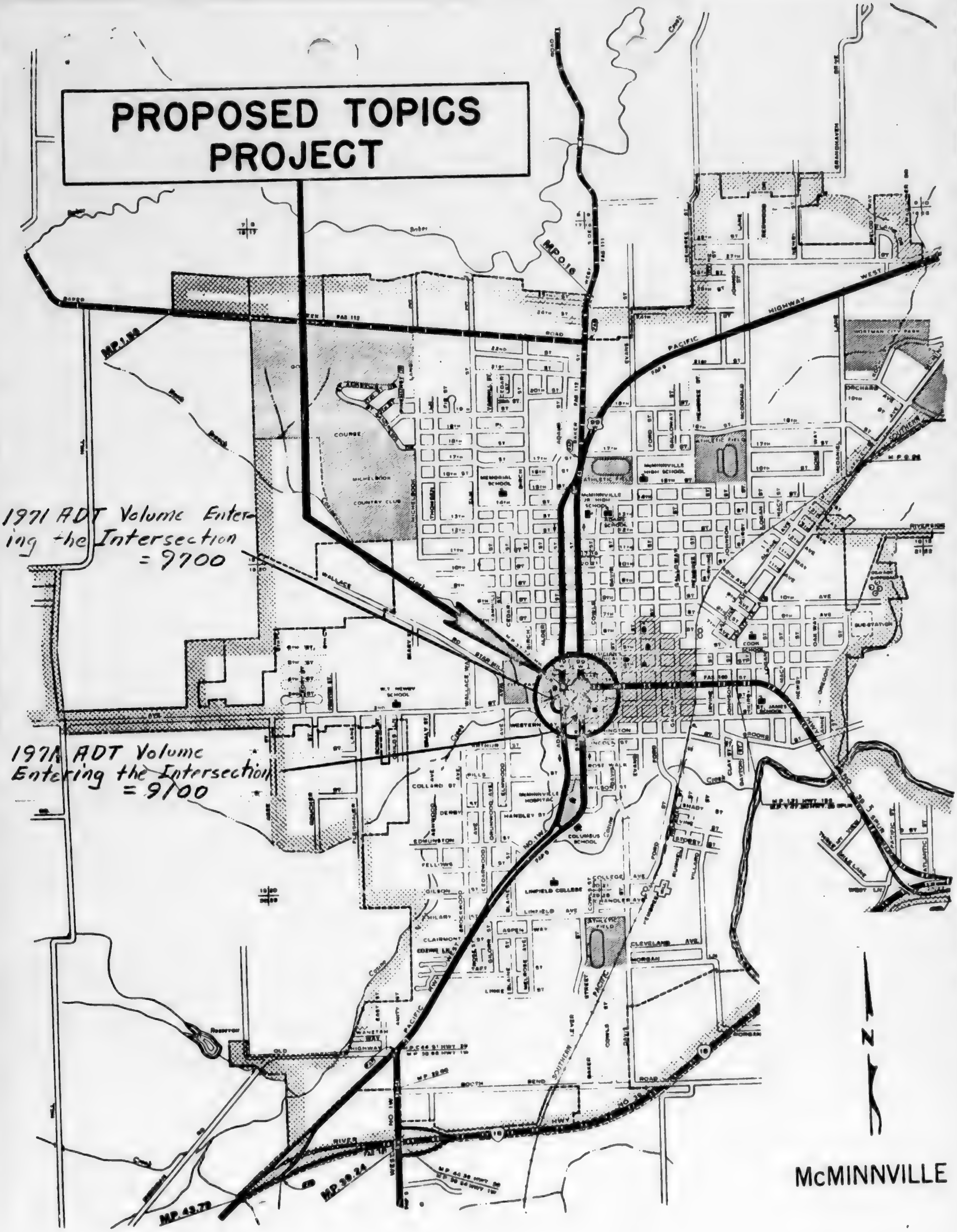
ENVIRONMENTAL STATEMENT: Waived by FHWA July 23, 1971
PROJECT NO.: T-5018( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Type II System approved by FHWA May 6, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 9
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 3 CLEARINGHOUSE APPROVAL: Exempted September 30, 1970
HEARING: None
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: See enclosed map.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71


PROPOSED TOPICS PROJECT
1971 ADT Volume Entering the Intersection = 9700
1971 ADT Volume Entering the Intersection = 9100
N

McMINNVILLE

7

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: July 23, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5018(-)
2nd Street - 3rd Street Section
Adams Street-Baker Street Couplet
City of McMinnville

Bladorn

Cnf 7-28-71

Mr. Bladorn's July 13 letter requested waiver of the environmental statement requirements for the subject project under Section 3f(3) of PPM 21-18.

We concur that due to the limited nature of work under this project, its impact on the area will be negligible. Therefore the environmental statement requirements for this project are waived.

RECEIVED
COUNTY & CITY SECTION
JUL 28 1971
☑ ENGR. ☑ COOR. ☐ UE ☒ AE ☑ UC
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

NOTED
TOM EDWARDS

7-28-71
CC: CHASE
Tebeau

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

R. L. FOSTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5018( )
2nd Street-3rd Street Section
Adams Street-Baker Street Couplet
City of McMinnville

Dear Mr. Simpson:

Waiver of environmental statement for the subject project is requested as provided for by Section 3f(3) of PPM 21-18 dated May 13, 1971.

This project consists of the installation of traffic signals at two intersections and replacement of the traffic signal at a third intersection along with necessary interconnection and illumination.

All work will be done within the existing right-of-way and there will be no change in access or parking. No trees will be disturbed.

This project is very limited in scope and will have little social, economic and environmental impact on the area.

Very truly yours,

F. L. Porter
State Highway Engineer

By

for H. S. Cox
County and City Engineer

RB:lat
cc: R. L. Porter
F. B. Klaboe
L. H. Young

RECEIVED

Form E-123

Form E-39.

EGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Second St.-Third St-(McMinnville) Date July 7, 1971

Highway Pacific West (Adams & Baker St. Couplet) Authorization No. 1

County Yamhill Region 2 Survey Prefix [illegible] (Assigned by Salem office)

Description of location, route, length, etc.:

The northerly end of the project is at 3rd Street at its intersections with Adams Street and with Baker Street, MP 37.72. The southerly end of the project is at Second Street at its intersections with Adams Street and with Baker Street. The route follows existing city streets.

RECEIVED
COUNTY & CITY SECTION
AUG 6 1971
☑ ENGR. ☑ COOR. ☑ [illegible] ☒ [illegible] ☑ U[illegible]
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Purpose of survey:

Prepare estimate and contract plans for updating and improving traffic signal installations.

Estimate of cost: Specifications (921) $150
Field (901) $200
Traffic (911) $600
Final Design (905) $150
Utilities (914) $200

T 5018

Total estimated cost of survey . . . . . . $ 1,300.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute **authority for making survey until approved and returned.**

Submit separate order for each survey.

Requests made by:

Ross M. Harris
Field Engineer

Recommended for Approval:
~~XXXXXXXXXX~~
Regional Const. Engineer

Recommended for Approval:
Design ~~Construction~~ Engineer

Approved:
Ass't State Highway Engineer

State Printer

[illegible]
P. L. [illegible] 8-24-71
[illegible]

☐ [illegible] ☑ [illegible] ☑ [illegible] K [illegible] ☑ [illegible]
☑ [illegible] ☑ [illegible] R [illegible] ☐ [illegible] ☐

TOPS

Salem, Oregon
June 22, 1971

Approved TOPICS Projects
(1) 9th St-14th St (Astoria) Section
(2) Areawide TOPICS Plan (Lebanon)
✓(3) 2nd St-3rd St (McMinnville) Section

Mr. R. D. Asburry
Region 2 Engineer
SALEM

Herewith are summaries of TOPICS projects in Astoria, Lebanon, and McMinnville which were approved by the Highway Commission at its June 22, 1971, meeting.

Please initiate an "Authority for Survey" for the projects in Astoria and McMinnville.

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer
County and City Section

RB:lat
Att.
cc: F. L. Hall (2) (w/att.)
F. B. Crandall "
I. D. Merchant "
D. H. Moehring "
F. D. Morgan "
V. A. Boyd "
B. L. Gifford "
John Hanks "
T. W. Litchfield "
L. P. Renz (FHWA) "

4OPS

June 22, 1971

Mr. Joe W. Dancer
City Manager
City Hall
McMinnville, Oregon 97128

Dear Mr. Dancer:

The State Highway Commission today approved your request for a TOPICS project on 2nd Street and 3rd Street. Attached for your information is a summary of this project.

As soon as programing with the Federal Highway Administration is completed, we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

bc: F. B. Crandall
R. D. Asburry

June ~~2~~ 14, 1971

Mr. Joe W. Dancer
City Manager
City Hall
McMinnville, Oregon 97128

Dear Mr. Dancer:

The request submitted by the City of McMinnville for a TOPICS project on the Adams Street-Baker Street Couplet will be submitted to the Highway Commission for approval at the June 22, 1971 meeting. The estimated cost of this project is $38,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

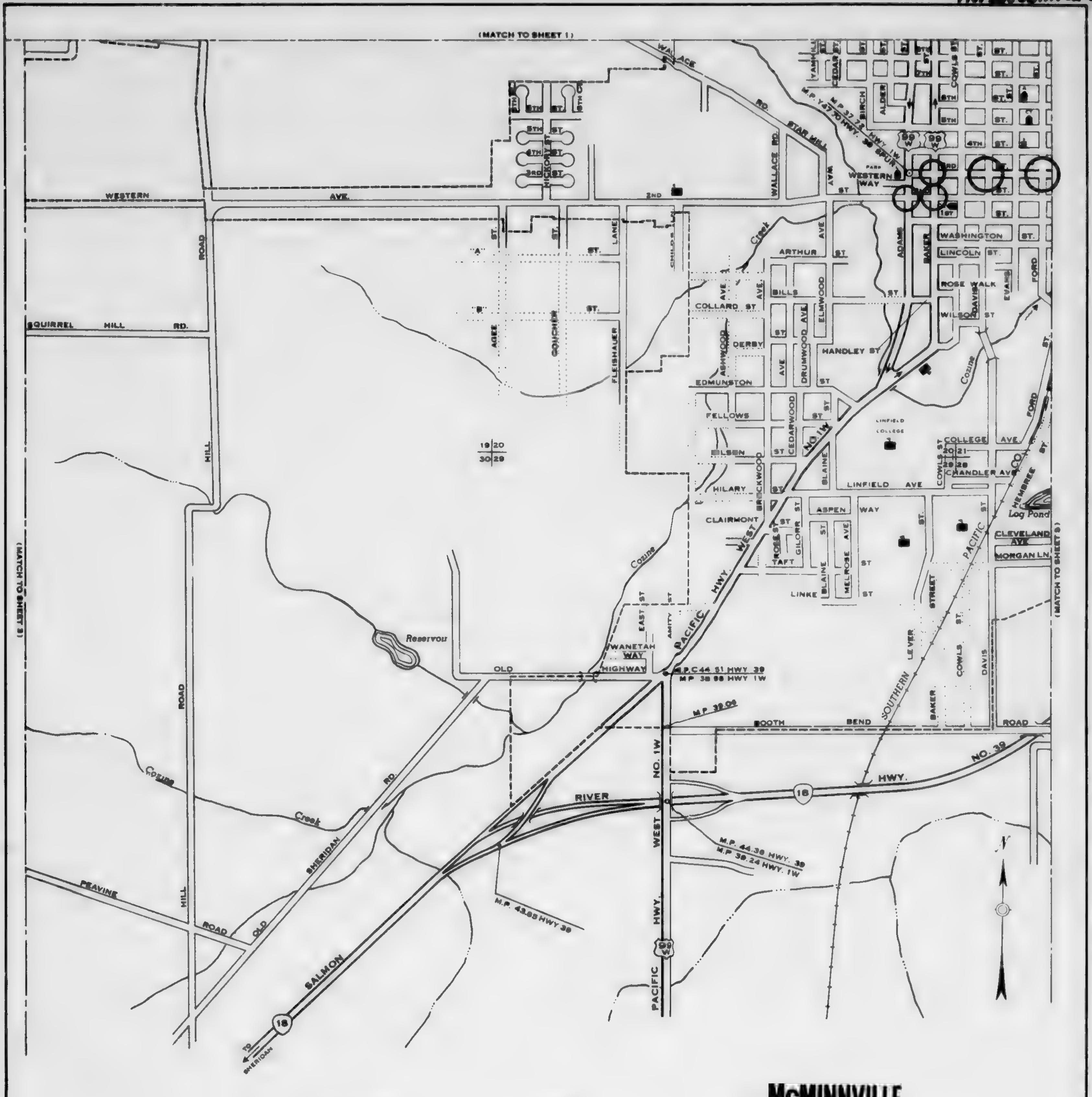
RB:ljt

RECEIVED
COUNTY & CITY SECTION
JUN 14 1971
☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☑ RPE ☐

Mc Minnville

(3 sigs)	Constr. Costs	$36,000
	P.E. (5.55%)	2,000
		$38,000

○ NEW SIGNALS
○ MODIFY EXISTING SIGNAL
○ EXISTING SIGNALS TO BE INTERCONNECTED



SIGNED ROUTES

INTERSTATE	0
U.S.	00
ORE.	00

LEGEND

Post Office
School
R R Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel
Street dedicated but not open
City Limits
City Center M. P. log

McMINNVILLE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 9,100

Scale in Feet

Revised April 1968

SHEET ARRANGEMENT

	1	2
3	4	5

SHEET 4 OF 5 SHEETS

CITY OF MCMINNVILLE
PROPOSED TOPICS PROJECT

2nd Street-3rd Street (McMinnville) Section, Adams Street-Baker Street Couplet (FAP 9). Signals, $38,000.

Install pretimed traffic control signals on 2nd Street at Adams Street and Baker Street.

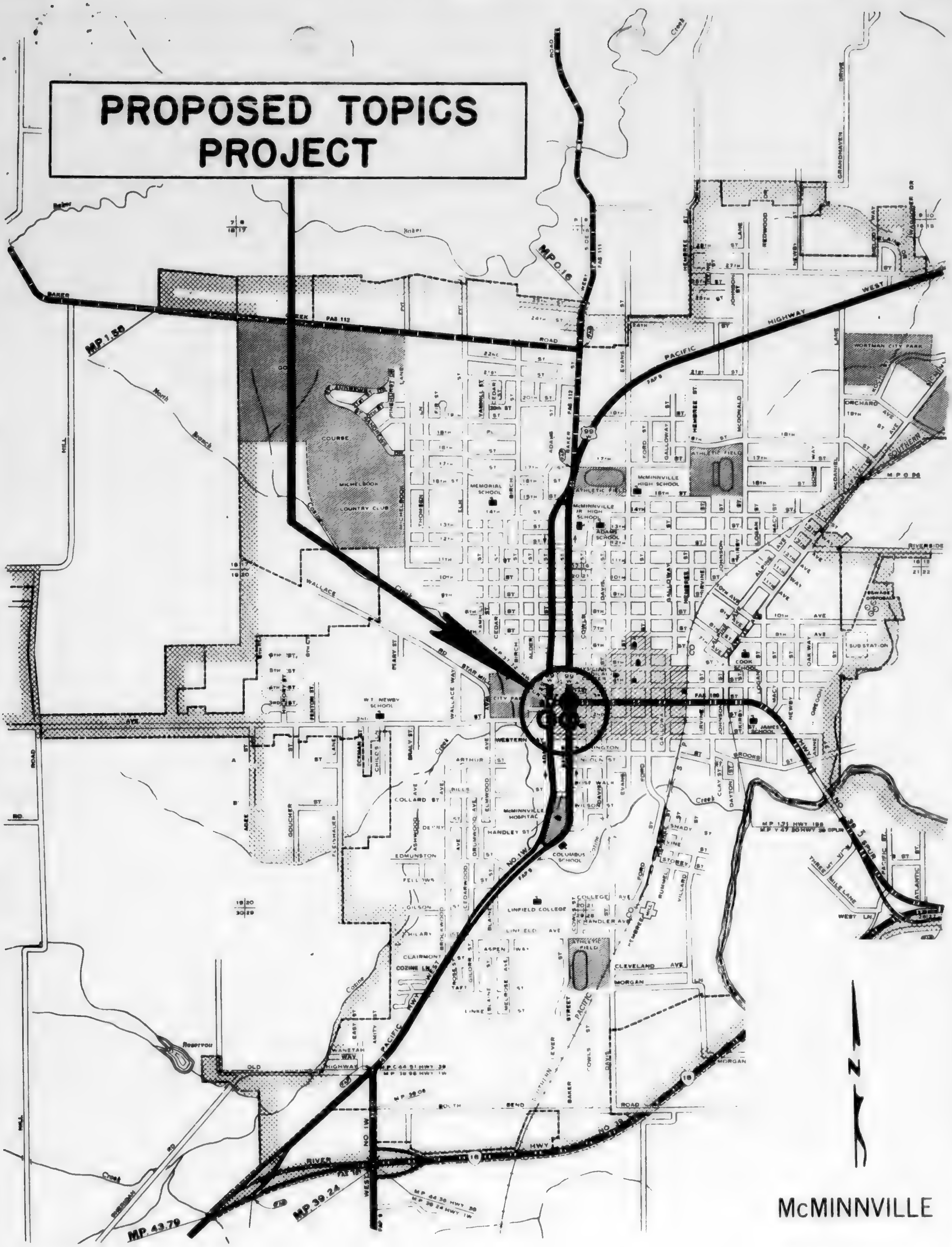
Replace obsolete traffic signal on 3rd Street at Baker Street with a pretimed traffic control signal.

Interconnect above signals with existing traffic control signals on 3rd Street at Davis Street and Ford Street.

Provide necessary intersection illumination on 2nd Street at Adams Street and Baker Street and on 3rd Street at Baker Street.

A public hearing will not be required.

71-d
5/28/71


PROPOSED TOPICS
PROJECT
McMINNVILLE
N
PACIFIC HIGHWAY WEST
MP 1.58
MP 0.16
MP 39.24
MP 43.79
BAKER CREEK ROAD
WORTMAN CITY PARK
McMINNVILLE HIGH SCHOOL
McMINNVILLE JR HIGH SCHOOL
ADAMS SCHOOL
MEMORIAL SCHOOL
COOK SCHOOL
ST. JAMES SCHOOL
W.T. NEWBY SCHOOL
COLUMBUS SCHOOL
LINFIELD COLLEGE
McMINNVILLE HOSPITAL
MICHELBOOK COUNTRY CLUB
CITY PARK
ATHLETIC FIELD
WALLACE
STAR MILL WAY
SUBSTATION
RIVERSIDE
SOUTHERN PACIFIC
HILL ROAD
OLD SHERIDAN RD
RIVER
HWY
Reservoir
Cozine
Baker
North
Branch
Creek

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 14, 1971

Name of City McMinnville

Major Street Name Adams Street and Baker Street

Section Name at intersections with Second and Third Streets.

Location of Project (Attach sketch map) Length NA

On Which System? Primary I X Primary II X or Secondary ____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: See Section VII - 1; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes

Explain Adams and Baker Streets are on the State Primary I Highway System (Highway 1-W) and Third Street is on the State Secondary Highway System (Highway 39 Spur).

General description of proposed project: The project calls for the installation of new traffic signal control at the intersections of Second Street with Adams Street and Baker Street and the upgrading and modernization of the existing traffic signal control at the intersection of Third Street with Baker Street and the extension of supervisory interconnect circuitry to provide for coordinated operation.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: See vicinity map for proposed locations.

2. Type: a. Traffic Control ____
   1. Pretimed X
   2. Traffic-actuated
      - (a.) Full traffic-actuated ____
      - (b.) Semi-traffic-actuated ____
      - (c.) Volume density-actuated ____
      - (d.) Pedestrian actuated ____

   b. Flashing Beacon ____

Footnotes:

X

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ____

3. Number of Phases:
   a. Two __X__
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? __Yes__ Remarks: Existing master control is located at Third and Davis with Supervisory circuitry to signal at Third and Baker. Extend to include new signals.
   If so, by cable or leased telephone line? __Cable__

5. Type of Suspension:
   a. Mast Arm __X__
   b. Span Wire ______
   c. Signal Bridge ______

6. Paint Color Desired: Poles and hardware aluminum, signal heads aluminum, except faces, backboards, and loavers to be dull black.

7. Present Signalization: Existing signals located at intersections of Third with Baker, Davis, and Ford Streets; the latter two are recent installations while the first has been in operation between 15-20 years and is proposed

8. Other Remarks: to be modernized and upgraded to existing standards and to be compatible with newer installations.
   Signal operation would call for after-hour flashing operation and should provide for fire emergency control operation.

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: Proposed new and modernized signal installations would provide for joint illumination where compatible. (See attached sketches). Luminares would be provided by McMinnville City Light.

2. Type: a. Mercury Vapor __X__
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II __X__
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. Luminaire Wattage:
  a. 175 ______
  b. 250 ______
  c. 400 __X__
  d. 700 ______
  e. 1000 ______

5. Luminaire Spacing: As shown

6. Maintained Intensity: 2.0 foot candles in intersection

7. Uniformity Ratio: ______

8. Proposed Mounting Height:
  a. 30 ft. __X__
  b. 40 ft. ______
  c. 45 ft. ______
  d. 50 ft. ______

9. Pole Type:
  a. Wood ______
  b. Steel __X__
  c. Aluminum ______

10. Operating Voltage:
  a. 120 __X__
  b. 240 __X__
  (individual luminaire photocell control)
  c. 480 ______
  d. Series ______

11. Type of Wiring:
  a. Overhead ______
  b. Underground __X__ (Where possible)

12. Present Illumination: Adams at Second: One of Northeast corner on Adams; Baker at Second: Two at Northeast and Southwest corners on Second. Baker at Third: Two at Northwest and Southwest corners both on Third and one located approximately 60 feet North of Third on Baker.

NOTE: Access to poles and mast arms to be provided with signal installation. McMinnville City Light to provide wiring and luminares. Final lighting locations to be coordinated with them because of high voltage and primary power lines existing along Baker and Second Streets.

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Not applicable

2. Desired Work: ____

3. Typical Cross Section: ____

4. Curbs? ____ If so,
   - a. Type Desired: (Standard, monolithic, rolled, or special) ____
   - b. Exposure ____ inches
   - c. Width between curbs ____ ft.
   - d. Desired curb radius ____ ft.

5. Surfacing: A.C. ____ P.C.C. ____ Oil ____ Other ____

6. Present Typical Cross Section and Surfacing: ____

7. Traffic Control Signing:
   - a. By City at City Expense? ____
   - b. By State at City Expense? ____

   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   - a. By City at City Expense? ____
   - b. By State at City Expense? ____

   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   - a. Length ____ ft.
   - b. Width ____ ft.
   - c. Type ____
   - d. Location: ____

Footnotes:

IV. STRUCTURE DATA:

1. Location: Not applicable

2. Desired Work: ______

3. Name of Structure: ______

4. Name of Stream, Street or Facility being Spanned: ______

5. Desired Roadway Width of Structure: ______ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? ______ ft. Location ______

7. Is a particular type of structure and design desired? ______
Explain: ______

8. Can street be closed during construction? ______

9. Detour:
a. Required? ______
b. By City? ______
c. By Contractor? ______

10. Approaches or Connections:
a. By City? ______
b. By Contractor? ______
c. Traveled surface: Type ______
Width ______ ft.
d. Shoulders: Type ______
Width ______ ft.

11. Existing Structure:
a. Remain in Place? ______
b. Use for Detour? ______
c. Removed by City? ______
d. Removed by Contractor? ______
e. Salvaged by Contractor for City? ______

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
  a. By City? ______
  b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
  a. Water Mains: ______ Size: ______
    Owner: ______
  b. Sanitary Sewer Mains: ______ Size: ______
    Owner: ______
  c. Storm Sewer: ______ Size: ______
    Owner: ______
  d. Gas Mains: ______ Size: ______
    Owner: ______
  e. Power Lines: ______
    Owner: ______
  f. Telephone Lines: ______
    Owner: ______
  g. Other Utilities: ______

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
Explain: ______

17. Describe Existing Structure: ______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 110 ft.(On Adams South of Second)
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: ______

3. Shall State prepare right-of-way descriptions? N.A.

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ______

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit ______ or
   Franchise X (Attach list of utilities, owner, type and location within project limits.) See Ramarks, Item 11.
   Charter X

9. Are there any irrigation facilities? No Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ______
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ______ Distance ____ ft.
(2.) (Direction) ______ Distance ____ ft.
d. Number of Trains: (1) Passenger ______ Speed ______ mph
(2) Freight ______ Speed ______ mph
e. Angle of Intersection: ______
f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______
g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______
h. Proposed Type Crossing and Protection: ______
i. Are there to be stopping lanes for buses and trucks? ____
j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______ City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: The gas and telephone utilities are located in the public right-of-way by franchise. The water and electric utilities are City owned by City Charter.

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 56,000.
(Federal + State + City)
2. Estimated Cost of Requested Project $ 30,000.
3. Date Match Money is Available: Immediate
4. Will there be any 100% City money? No
(Non-participation items)
5. Maximum Amount of 100% City Money: $ No

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: The City has contracted Harstad Associates, Inc., Eugene, Oregon and Seattle, Washington, for the development of the areawide TOPICS Plan, which is to be completed by Jan. 15, 1972. Federal-aid and State funds are not being used for planning.

2. Existing Conditions Necessitating This Proposed TOPICS Project:
See attached report.

3. This Project Would Accomplish the Following:
See attached report.

This application is not complete unless a sketch map showing the location of the project is attached.

The McMinnville City Council on the 14th day of May, 1971, adopted Resolution No. 1971-8 ~~or Ordinance No. as the case may be~~, requesting this TOPICS project.

By Joe W. Dancer

~~By~~ City Manager

T-1-69
(rev. 12-70)

RECEIVED
MAY 17
☐ UPE ☐ CE ☐ RE ☐ [illegible] ☐

RESOLUTION NO. 1971-8

WHEREAS on the 6th day of April, 1971, by a resolution duly adopted by the Council of the City of McMinnville, Oregon, a contract was entered into by and between the City of McMinnville, Oregon, and Harstad Associates, Inc., 2512 Second Avenue, Seattle, Washington, for engineering services and study to analyze and evaluate the Tentative TOPICS (Urban Area Traffic Operations Programs, a Federal-aid to the states program, pursuant to Title 23, U.S. Code, through United States Department of Transportation and Federal Highway Administration) Network for the McMinnville Urban Area as outlined by the City and to develop an Areawide TOPICS Plan which will include recommendations for improving traffic operations and safety along the streets designated as the Final TOPICS System, all as set forth in said agreement; and

WHEREAS in connection with said Topics Program, it is contemplated for the installation of new traffic signals in the intersection of Second Street with Adams Street and Baker Street and the upgrading and modernization of the existing traffic signal control at the intersection of Third Street with Baker Street, all in the City of McMinnville, Oregon; and

WHEREAS the City desires to make an application to the Oregon State Highway Department for the installation of said traffic signals to said area-wide Topics Plan; now, therefore

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF McMINNVILLE AS FOLLOWS:

Section 1. That the Council of the City of McMinnville, Oregon, does hereby authorized and direct the city manager to make application to the Oregon State Highway Department for approval and completion of the traffic project above described, and that the city manager is hereby authorized to execute said necessary application and other documents to implement and to carry out the provisions of this Resolution.

Passed and adopted by the Council this 14th day of May, 1971, by the following vote:

Ayes Shumate, Earl, Paul, Larson and Freeling

Nays: None

Approved by the Mayor this 14th day of May, 1971.

Attest:

John M. [illegible] Recorder

[illegible] R. Scott MAYOR

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COUNTY & CITY SECTION
MAY 17 1971
☐ ENGR. ☐ SUPR. ☐ [illegible] ☐ [illegible] ☐ [illegible]
☐ UPE ☐ CE ☐ RE ☐ [illegible] ☐

TOPICS PROJECT REQUEST

City of McMinnville

May, 1971

PROJECT DESCRIPTION

The projects proposed to be accomplished in the City of McMinnville under the TOPICS Program include the following:

1. The installation of traffic signal control at the intersections of Second Street with Adams and with Baker Streets;
2. The reconstruction and modernization of the existing traffic signal control at the intersection of Third Street with Baker Street; and,
3. The extension of the signal supervisory circuit to provide interconnection and coordination between the existing and the proposed new traffic signals.

It is also proposed that intersection illumination be included with both the new and the modernized signal installations. Adams and Baker Streets serve as a one-way couplet link for State Primary Highway 1 W. Third Street is a part of State Secondary Highway, 39 Spur, and Second Street is a City East-west arterial street. Both Second and Third are two-way streets.

The existing traffic control provides for stop sign control on Second Street at both Adams and Baker. One-way arrow signs signifying the one-way directions on Adams and Baker are provided at the near right and far left corners for traffic traveling East or West on Second. Traffic signal control is provided at the intersection of Third with Baker; however, neither the vehicular or pedestrian signals meet the Federal or State Standards for head, size, or number of indication requirements. The existing signal is not compatible with the recent signal installations at the intersections of Third with Davis and Ford Streets. This existing signal was installed about 20 years ago and was preceded by a flashing beacon operation.

EXISTING CONDITIONS NECESSITATING THESE PROPOSED TOPICS PROJECTS.

During 1970 there were nine accidents at the intersection of Second Street with Adams, of which seven were of the type susceptible of correction by traffic signal control. There were three accidents of the type susceptible of correction by traffic signals at Second with Baker.

Traffic volumes nearly meet the minimum vehicular volume warrant and the traffic volumes on Second are exceeding the minor street warrant for the interruption of continuous traffic. Considerable back-up of traffic and motorist delay were noted on both legs of Second Street. At times, the back-up of Eastbound traffic on Second at Baker will completely fill the block between Adams and Baker and cause a back-up onto Adams Street.

TOPICS PROJECT REQUEST, cont.

Sight distance is restricted by buildings and/or parked vehicles at both intersections for vehicles entering or crossing Adams and Baker. The accident records indicate that a number of rear-end and turning accidents have occured as a result of the restricted sight conditions.

Although the volumes of traffic on Adams and Baker do not quite need the minimum volume warrant, there are no previous signals or other control conditions in the system that will cause a platooning effect. The random arrivals are so spaced that motorists must take chances on small gaps in traffic to enter or cross either Adams or Baker.

The existing traffic signal control at Third with Baker provides two 8-inch signal indications with backboards for Northbound traffic on Baker but only single, 8-inch, signal indications for East and West-bound traffic on Third. Also the signals heads controlling Third Street traffic do not have backboards. The pedestrian signal control are obsolete, 8-inch circular indications. The new signals at Third with Davis and with Ford provide 12-inch red signals for all directions and all heads have backboards. The pedestrian signals are the nominal 9-inch square signals at the new locations.

THESE PROJECTS WOULD ACCOMPLISH THE FOLLOWING:

Although some reduction in capacity will occur on Adams and Baker with the installation of traffic signals, they will provide the necessary assignment of right-of-way for traffic entering or crossing these streets from Second Street. Improved operations and safety along Second Street will encourage the use of this street rather than on other adjacent streets. The accident statistics do not reveal the actual hazards. These proposed signal installations can be interconnected to provide coordinated timing for progressive flow, particulary for Adams and Baker. Some reduction in accidents should occur with the installation of traffic signal control.

With new signals, meeting the latest standards, at Second with Baker it is even more imperative that the signal at Third and Baker be modernized to be of a compatible design.

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☐ UPE ☐ CZ ☐ RE ☐ RPE ☐

TRAFFIC SIGNAL WARRANTS

For Intersection of

Adams St. with Second St.

WARRANT	Min. Volumes Or Conditions	Observed * Conditions
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	580
(b) Vehicles per hour on higher-volume minor street approach	150	120
2. Interruption of Continuous Traffic		
(a) Vehicles per hour on major street (Total of both approaches)	900	580
(b) Vehicles per hour on higher-volume minor street approach	75	120
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	580
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	8
4. Progressive Movement	See Remarks	
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	7

Remarks: All seven accidents were of the property damage type, which would result in damages of $100 or more. There are presently no other signals located along Adams so progressive movement would not be a factor. This signal would be interconnected with the proposed signal at Baker and 2nd and other signals in the CBD. Coordination should be provided to permit East bound movement on Second.

* Observed Conditions: Average volumes for eight highest-volume hours

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COUNTY & CITY [illegible]

TRAFFIC SIGNAL WARRANTS

For Intersection of

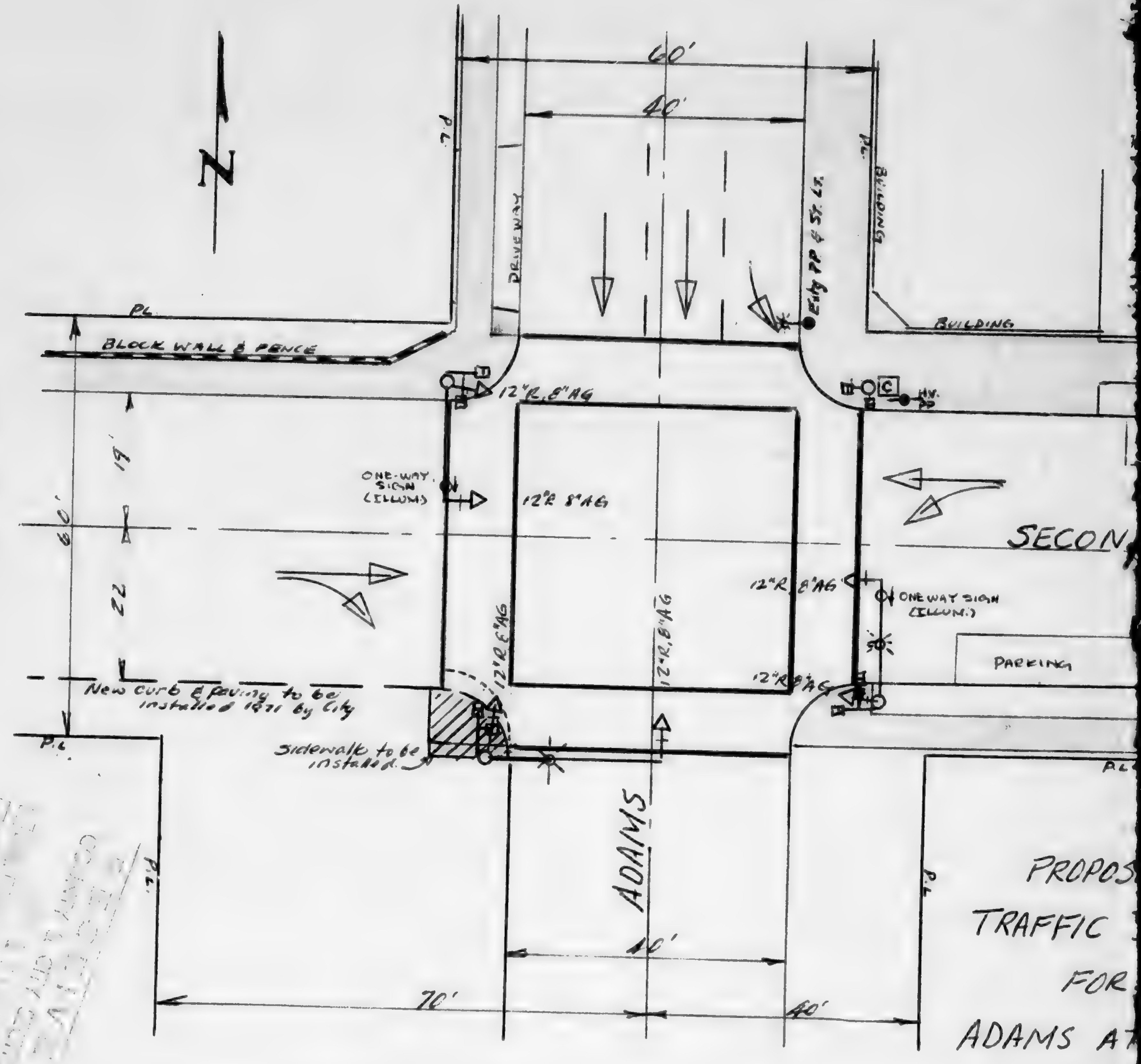
Baker St. with Second St.

WARRANT	Min. Volumes Or Conditions	Observed Conditions *
1. Minimun Vehicular Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	510
(b) Vehicles per hour on higher-volume minor street approach	150	170
2. Interruption of Continuous Traffic		
(a) Vehicles per hour on major street (Total of both approaches)	900	510
(b) Vehicles per hour on higher-volume minor street approach	75	170
3. Minimum Pedestrian Volume		
(a) Vehicles per hour on major street (Total of both approaches)	600	510
(b) Pedestrian volume crossing major street (highest volume crosswalk)	150	20
4. Progressive Movement	See Remarks	
5. Accident Experience		
(a) No. of accidents during 12 month period susceptible of correction by traffic signal control	5	3

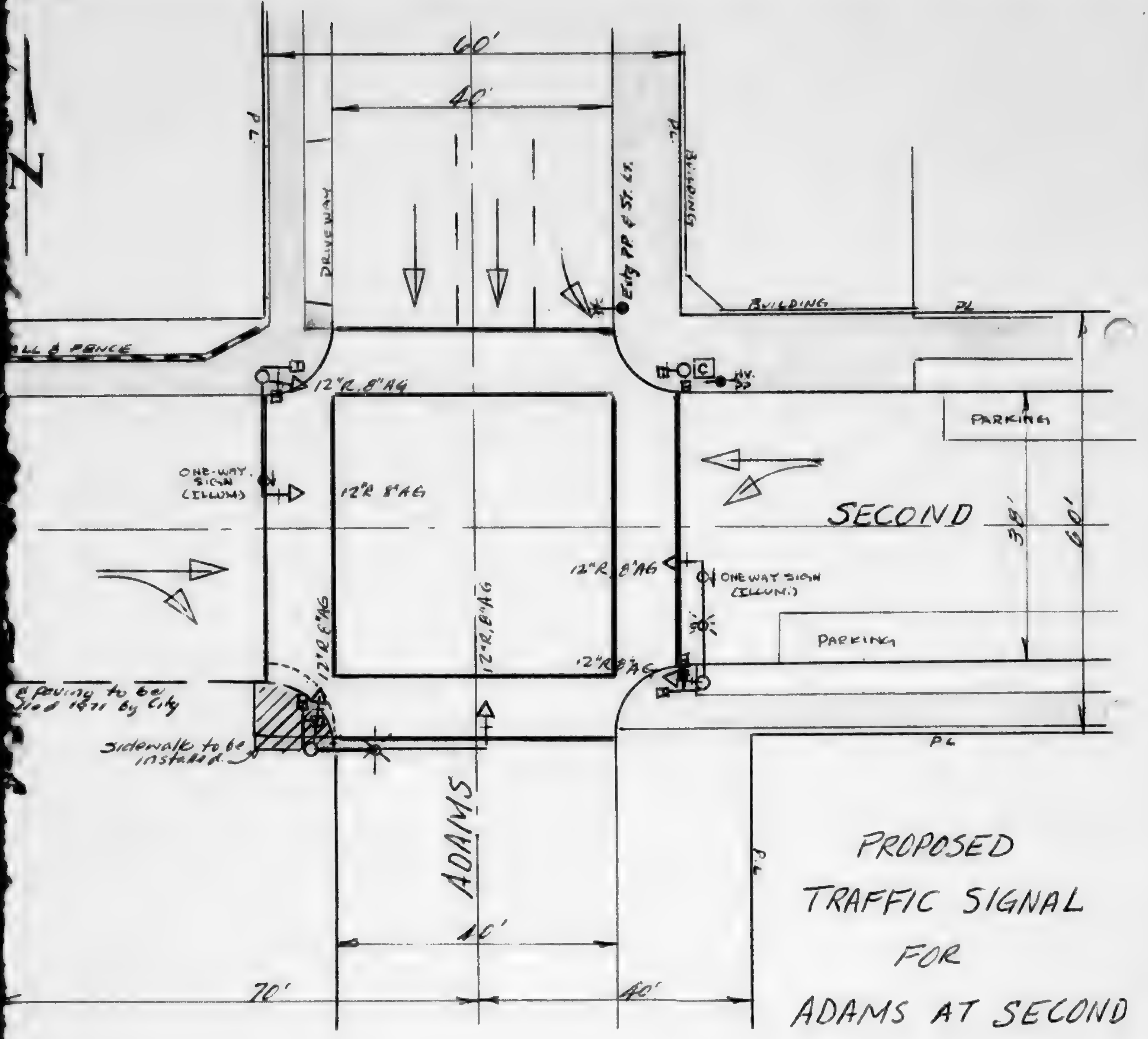
Remarks: This signal would be coordinated with the existing signal at 3rd and Baker for progressive traffic Northbound on Baker (One-way Street) and coordinated with proposed signal at 2nd and Adams for Eastbound traffic on 2nd St.

* Observed Conditions: Average volumes for eight highest-volume hours

CITY OF McMINNVILLE
TOPICS PROJECT REQUEST

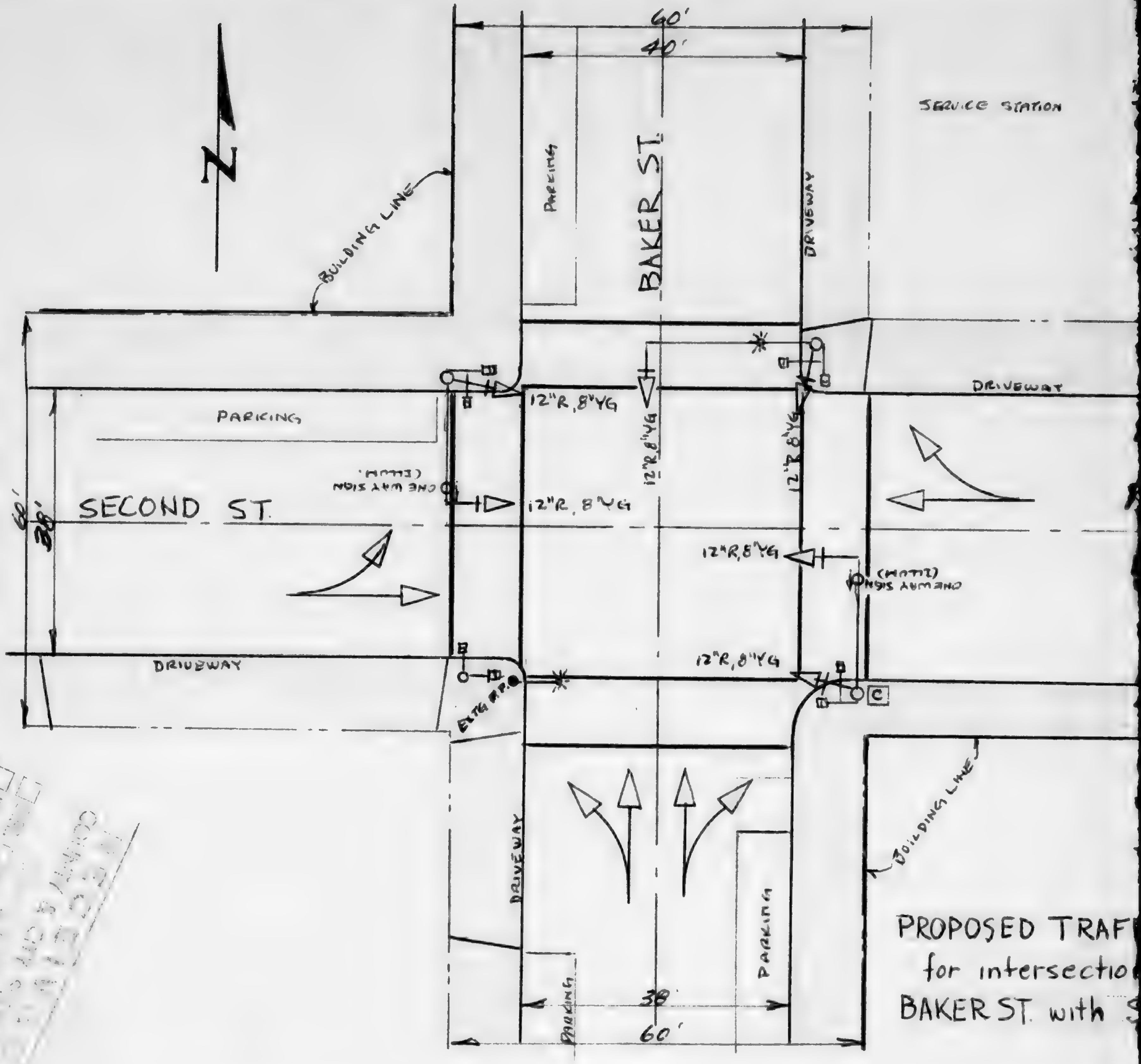


PROPOS
TRAFFIC
FOR
ADAMS A

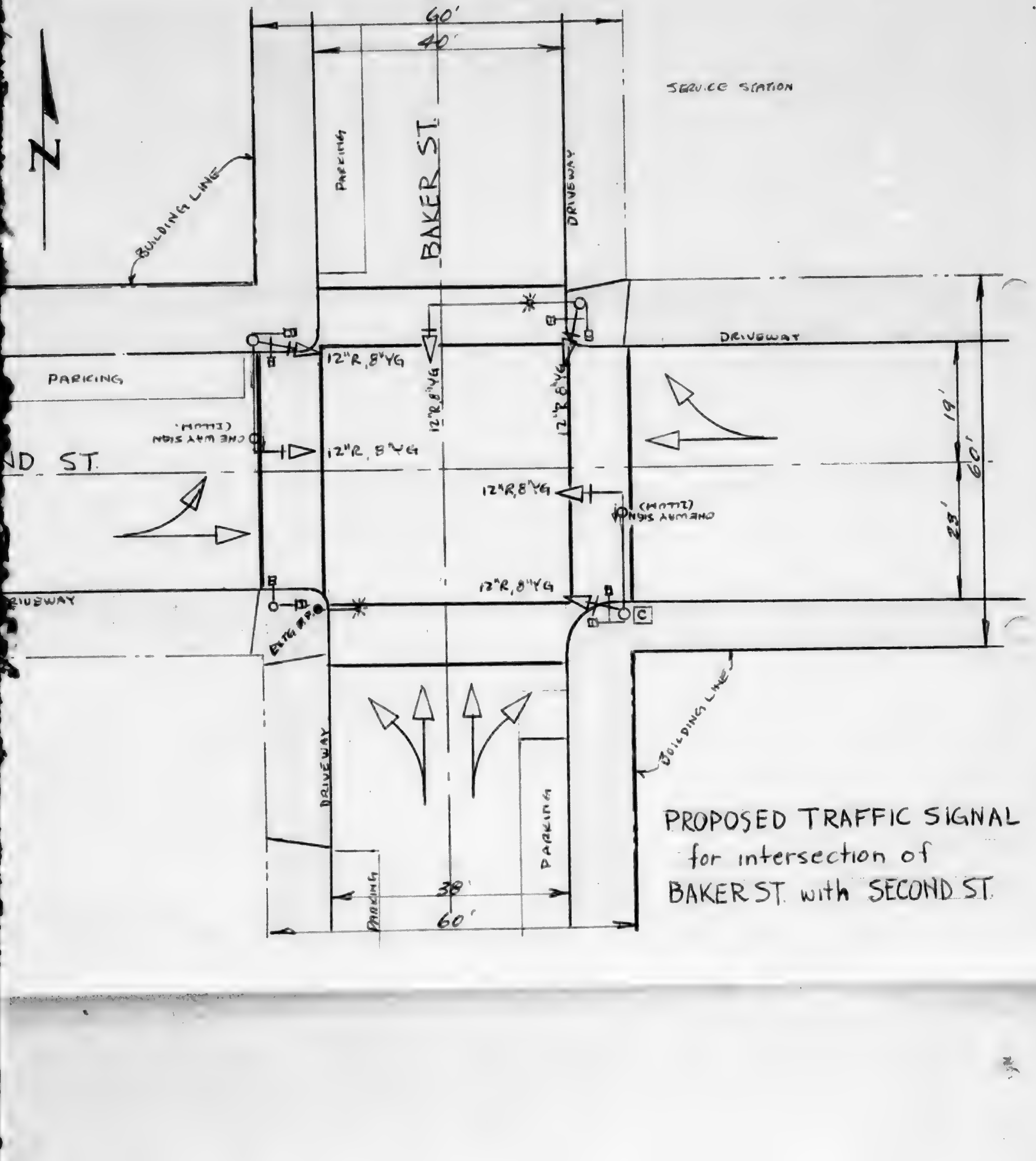


PROPOSED
TRAFFIC SIGNAL
FOR
ADAMS AT SECOND

CITY OF McMINNVILLE
TOPICS PROJECT REQUEST

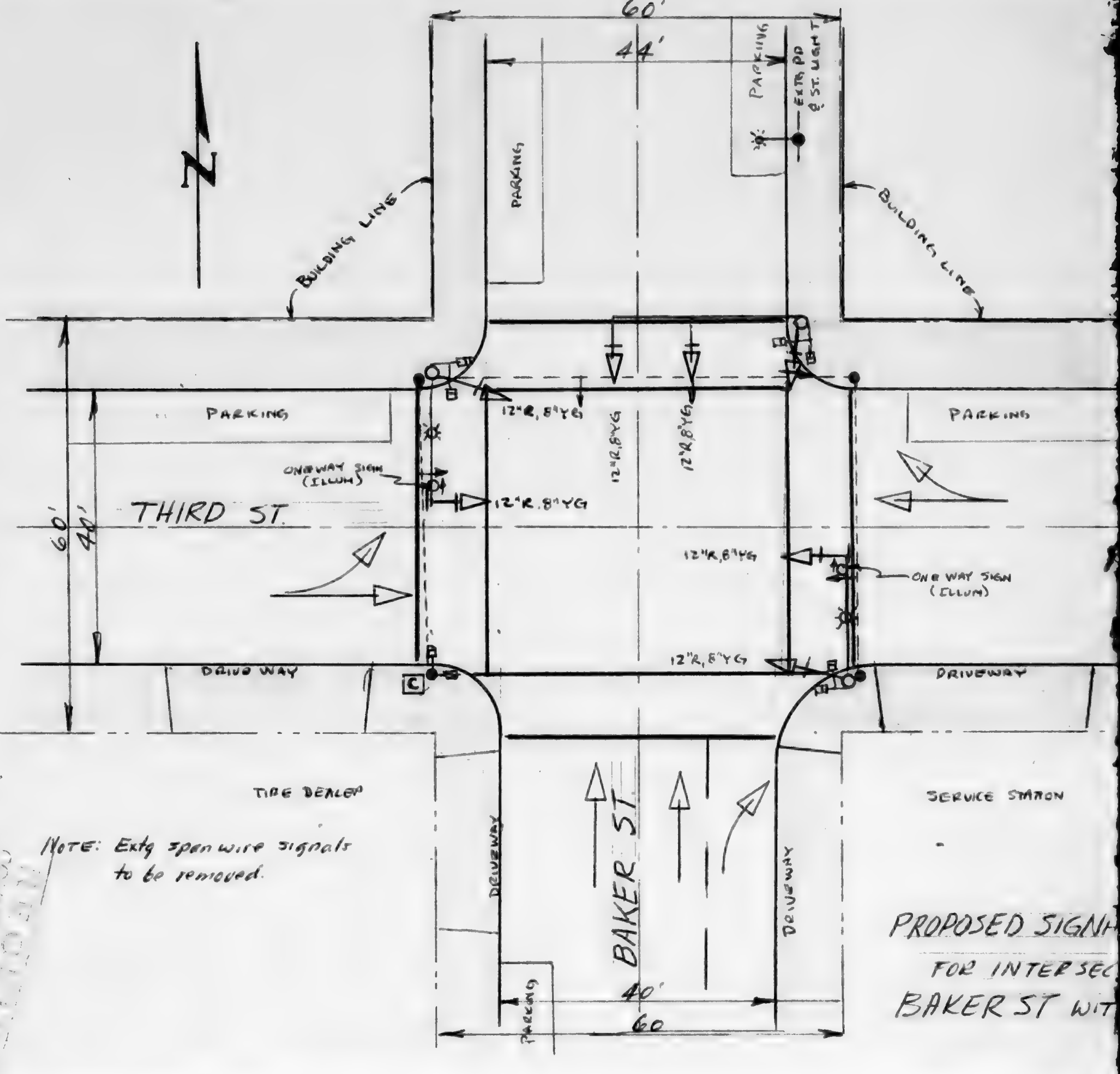


PROPOSED TRAFF
for intersectio
BAKER ST. with S



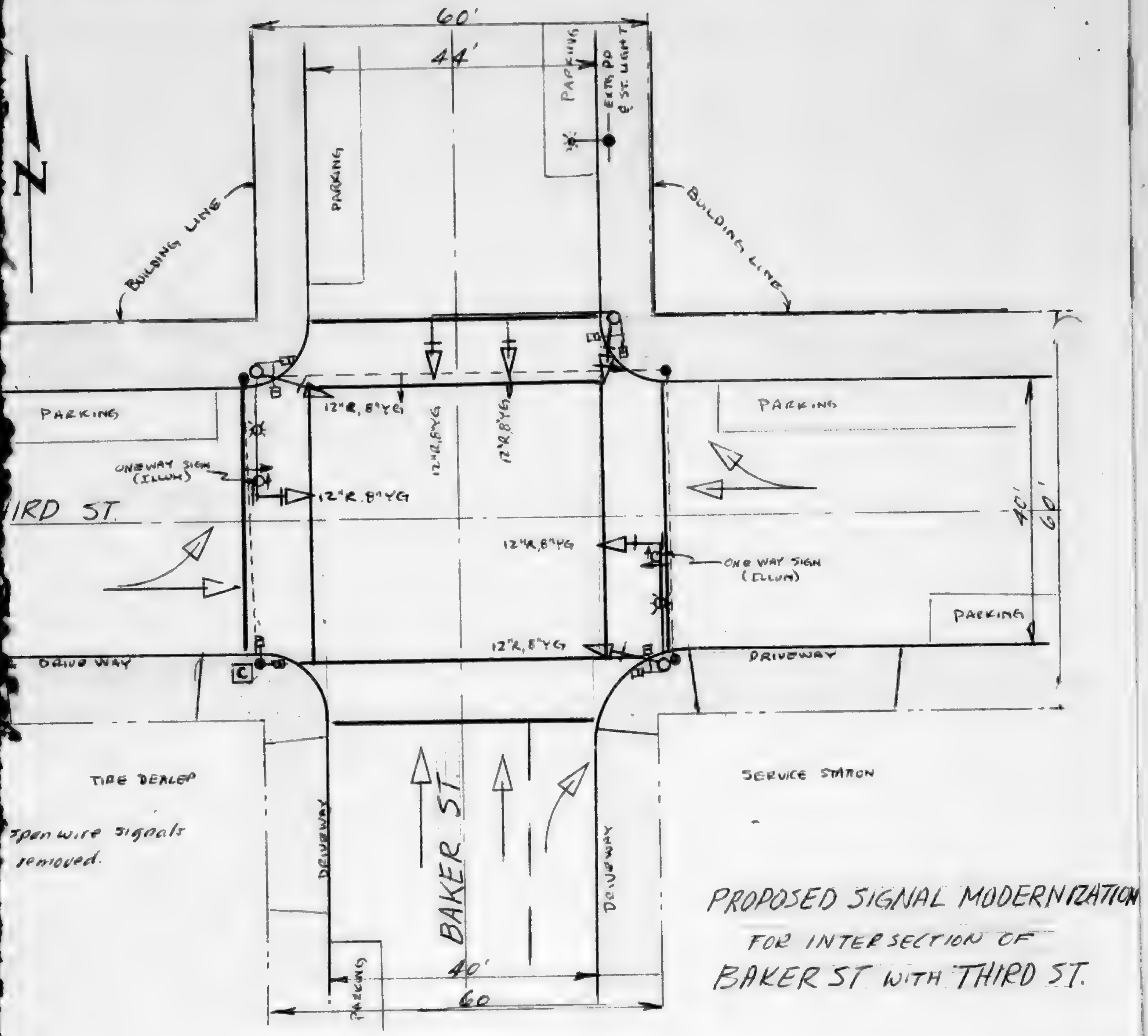
PROPOSED TRAFFIC SIGNAL
for intersection of
BAKER ST. with SECOND ST.

CITY OF McMINNVILLE
TOPICS PROJECT REQUEST

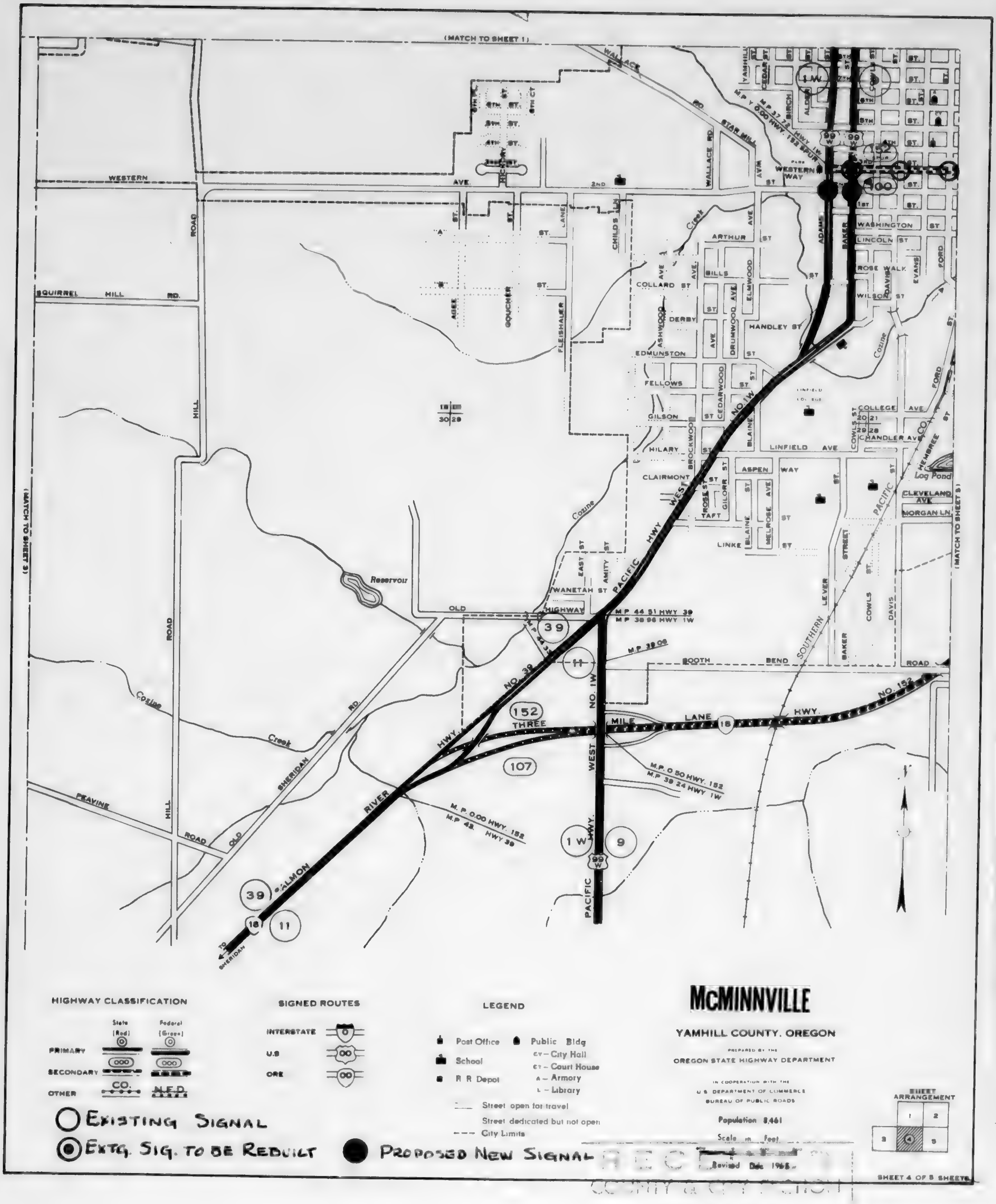


Note: Extg spanwire signals to be removed.

PROPOSED SIGN
FOR INTERSEC
BAKER ST WIT



PROPOSED SIGNAL MODERNIZATION
FOR INTERSECTION OF
BAKER ST. WITH THIRD ST.



McMINNVILLE

YAMHILL COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 8,461

Scale in Feet

Revised Dec. 1965

SHEET 4 OF 5 SHEETS

7706 Boring Road Interchange Sec. 1972
Mt. Hood Hwy., SE of Gresham
(Grad., pav., struct., sign.) #1

CIA 2559 10-21-91

7706   R

Robert W. Straub
xxxxxxxxxx

May 7, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal Aid Project Acceptance
Federal Aid Project No. EHS-F-156(22)

Contract 7706 Work Completed January 8, 1974

Project Boring Road Interchange

Highway Mt. Hood

County Clackamas

Acceptance: Transportation Commission March 1, 1974

Federal Highway Administration January 16, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:ljt

cc: V. E. Skoog

7.706

STATE COPY

MONTHLY TRANSACTION NUMBER 2-91

PROJECT REPORT NUMBER 6

MODIFICATION NUMBER 2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

2-19-75

TATE Oregon

COUNTY Clackamas

PROJECT NUMBER EHS-F-156(22) Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 5, , 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,415,087	$ 1,479,408
Federal Funds	$ 899,286	$ 940,163
Other revisions		

This modification is made for the following reasons:

to increase construction engineering to 15%.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of February, 19 75.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

By
for G. L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 936-242

Federal-Aid Project
No. EHS-F-156(22) Safety

Oregon State Highway Division

BORING ROAD INTERCHANGE SECTION OF THE MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, February 10, 1975

Revised Project Agreement estimate.

Type Code 6201
Roadway (Sta. 517+75 to Sta. 564+90)

Sub-total on Previous estimate of October 23, 1973		$ 867,723.10
	15% Engr.	130,156.90
	Total	$ 997,880.00

Type Code X781
Boring Road U'xing (Str. #13492)(Sta. "OX2" 48-123.40 to Sta. "OX2" 51+72.40) (L-349')

Sub-total on previous estimate of October 23, 1973		$ 418,720.00
	15% Engr.	62,808.00
	Total	$ 481,528.00

Length of Project - - - - - - 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 997,880.00	$634,152.00	$363,728.00
Structure	481,528.00	306,011.00	175,517.00
Total	$1,479,408.00	$940,163.00	$539,245.00

Group 1-92%   Group 8-8%

Prefix 3-1019

Contract 7706

7706

STATE COPY

5

MONTHLY TRANSACTION NUMBER 11-5 11-6	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas
MODIFICATION NUMBER 1	(PPM 21-7) 10 30 73	PROJECT NUMBER F-RF-156(22) 012 RF-F-156(22) 073

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 5, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,388,361	$ 1,415,087
Federal Funds	$ 882,303	$ 899,286
Other revisions		

This modification is made for the following reasons:

To include approved Price Agreements

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 30th day of October, 1973.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

By D. S. Smith
(Division Engineer)
for G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-869

Oregon State Highway Division

Federal-Aid Project
No. EHS-F-156(22)Safety

BORING ROAD INTERCHANGE SECTION OF THE MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, October 23, 1973

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 517+75 to Sta. 564+90)

Mobilization	All	Required		$ 74,714.00
Temporary Protection and Direction of Traffic	All	Required		40,000.00
Clearing and Grubbing	All	Required		20,000.00
Removal of Structures and Obstructions	All	Required		8,000.00
Ditch Excavation	460	cu.yd.	3.00	1,380.00
Embankment in Place	152,500	cu.yd.	1.25	190,625.00
4"-1" Granular Embankment in Place	100	cu.yd.	7.00	700.00
Extra for Selected Topsoil Material	9,900	cu.yd.	1.50	14,850.00
Trench Excavation	1,520	cu.yd.	4.00	6,080.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Obliteration of Roadway	3,000	sq.yd.	.40	1,200.00
Watering	2,350	M-gal.	4.00	9,400.00
Coarse Aggregate Base	13,000	ton	4.50	58,500.00
Class "B" Asphalt Concrete Mixture	32,200	ton	7.00	225,400.00
Asphalt Cement in Mixture	2,100	ton	35.00	73,500.00
Asphalt in Tack Coat	7	ton	100.00	700.00
12-inch Culvert Pipe	530	lin.ft.	5.00	2,650.00
18-inch Culvert Pipe	1,720	lin.ft.	6.00	10,320.00
48-inch Culvert Pipe	58	lin.ft.	25.00	1,450.00
36-inch Arch Type Pipe	180	lin.ft.	15.00	2,700.00
Extra for Pipe under Pavement	44	lin.ft.	20.00	880.00
12-inch Paved Culvert End Slopes	1	only	100.00	100.00
18-inch Paved Culvert End Slopes	11	only	125.00	1,375.00
48-inch Paved Culvert End Slopes	1	only	150.00	150.00
Concrete Manholes	3	only	500.00	1,500.00
Concrete Inlets, Type G-2MA/G-2	6	only	300.00	1,800.00
6-inch Drain Pipe	5,750	lin.ft.	2.00	11,500.00
Special Filter Material for Drains	500	cu.yd.	8.00	4,000.00
Guard Rail, Type 2A	1,225	lin.ft.	5.50	6,737.50

Guard Rail Anchors	7 only	250.00	1,750.00
Extra for Guard Rail Bridge Connection	4 only	300.00	1,200.00
Concrete Median Barrier	140 cu.yd.	80.00	11,200.00
Granular Backfill in Median Barrier	60 cu.yd.	8.00	480.00
4-inch Exposed Aggregate Surfacing	70 sq.yd.	8.00	560.00
Extra for Asphalt Approaches	8 only	100.00	800.00
Extra for Asphalt Walks	320 sq.yd.	1.50	480.00
Extra for Asphalt Curbs	400 lin.ft.	1.00	400.00
Guide Posts	140 only	8.00	1,120.00
Guide Posts, Flexible	15 only	15.00	225.00
*Roadside Seeding and Mulching	0 acre	300.00	-
1 1/2-inch Electrical Conduit	300 lin.ft.	4.00	1,200.00
2-inch Electrical Conduit	85 lin.ft.	4.00	340.00
Signing			
Removal of Existing Sign Installation	All Required		3,000.00
Painted Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		2,800.00
Breakaway Sign Posts	All Required		8,000.00
Single Sign Supports	All Required		4,000.00
Double Sign Supports	All Required		1,000.00
Revise and Move Existing Type "A" Signs	All Required		200.00
Type "A" and "B" Signs in Place	1,424 sq.ft.	7.00	9,968.00
Type "C", "D" & "R" Signs in Place	568 sq.ft.	5.00	2,840.00
Type "E" Signs in Place	73 sq.ft.	5.00	365.00
Type "U" Signs in Place	41 sq.ft.	7.00	287.00
"Stop" Flaps in Place	4 only	25.00	100.00
Thermoplastic Pavement Arrrows	4 only	200.00	800.00
			$834,826.50
Flagging (60% of Contractor's Cost)	All Required		$ 3,000.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainees (2 only $800)	All Required		1,600.00
P.A. 4 Bark Mulch	152 unit	49.50	7,524.00
P.A. 4 Roadside Seeding and Mulching	16 acre	300.00	4,800.00
P.A. 5 Class "C" Asphalt Concrete Mixture	1,516 tons	7.35	11,142.00
P.A. 5 Asphalt Cement in Mixture	98 tons	35.00	3,430.00
P.A. 5 Asphalt in Tack Coat	4 tons	100.00	400.00
			$ 32,896.60

*Deleted by P.A. No. 4

Subtotal	$867,723.10
10% Engr. & Cont.	86,711.90
Total	$954,495.00

Type Code X781
Boring Road U'xing (Sta. #13492)(Sta. "OX2" 48+23.40 to Sta. "OX2" 51+72.40)
(Length 349')

Shoring, Cribbing, etc.	All Required		$ 30,000.00
Structure Excavation	980 cu.yd.	5.00	4,900.00
Structure Excavation Below Elevations Shown	100 cu.yd.	5.00	500.00
Furnish Pile Driving Equipment	All Required		20,000.00
Furnish HP 12x53 Steel Piling	4,300 lin.ft.	5.00	21,500.00
Class "A" Concrete (1,770 c.y.)	All Required		160,000.00
20'/25' Bulb Tee Prestressed Beams	18 only	900.00	16,200.00
95'/100' Bulb Tee Prestressed Beams	9 only	2,800.00	25,200.00
110'/115' Bulb Tee Prestressed Beams	3 only	3,600.00	10,800.00
115'/120' Bulb Tee Prestressed Beams	3 only	3,600.00	10,800.00
120'/125' Bulb Tee Prestressed Beams	3 only	3,600.00	10,800.00
Prestressing Steel (58,000 lb.)	All Required		25,000.00
Reingorcement (320,000 lb.)	All Required		42,000.00
Two Tube Metal Railing	700 lin.ft.	15.00	10,500.00
Pedestrian Handrail	340 lin.ft.	17.00	5,780.00
Preparation of Slopes	560 sq.yd.	4.00	2,600.00
Concrete Slope Paving	650 sq.yd.	10.00	6,500.00
Slope Paving Curbs	200 lin.ft.	5.00	1,000.00
Reinforced Concrete Bridge End Panels	350 sq.yd.	23.00	8,050.00
8-inch Culvert Pipe	300 lin.ft.	4.00	1,200.00
2-inch Electrical Conduit	400 lin.ft.	3.00	1,200.00
Deck Seal	1,880 sq.yd.	2.00	3,760.00
	Subtotal		$418,720.00
	10% Engr. & Cont.		41,872.00
	Total		$460,592.00

Length of Project - - - - - - - 0.0 Mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 954,495.00	$606,580.00	$347,915.00
Structure	460,592.00	292,706.00	167,886.00
Total	$1,415,087.00	$899,286.00	$515,801.00

Group 1 - 92%   Group 8 - 8%

Prefix 3-1019

Contract No. 7706

Boring Road Interchange Section

Project No. EHS-F-156(22)

Nonparticipating State Work

Permanent Striping	All Required	$300.00
Stage Construction Stiping	All Required	100.00
Install Water Line in Structure	All Required	500.00
		$900.00

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-34	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	S E Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-5-72	COUNTY Clackamas
		PROJECT NO. EHS-F-156(22)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 4 mi. N.E. of Sandy (at Jct. with State Route 212).

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-8-72	0.0
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS Pro Rata 63.55%
$ 1,388,361	$ 882,303

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

for R. E. Simpson

Date executed by Division Engineer MAY 5 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. EHS-F-156(22)
Safety

BORING ROAD INTERCHANGE SECTION OF THE MT. HOOD HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, May 2, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 517+75 to Sta. 564+90)

Mobilization	All	Required		$ 74,714.00
Temporary Protection and Direction of Traffic	All	Required		40,000.00
Clearing and Grubbing	All	Required		20,000.00
Removal of Structures and Obstructions	All	Required		8,000.00
Ditch Excavation	460	cu. yd.	3.00	1,380.00
Embankment in Place	152,500	cu. yd.	1.25	190,625.00
4"-1" Granular Embankment in Place	100	cu. yd.	7.00	700.00
Extra for Selected Topsoil Material	9,900	cu. yd.	1.50	14,850.00
Trench Excavation	1,520	cu. yd.	4.00	6,080.00
Finishing Roadbed and Slopes	All	Required		10,000.00
Obliteration of Roadway	3,000	sq. yd.	.40	1,200.00
Watering	2,350	M-Gal.	4.00	9,400.00
Course Aggregate Base	13,000	ton	4.50	58,500.00
Class "B" Asphalt Concrete Mixture	32,200	ton	7.00	225,400.00
Asphalt Cement in Mixture	2,100	ton	35.00	73,500.00
Asphalt in Tack Coat	7	ton	100.00	700.00
12-inch Culvert Pipe	530	lin. ft.	5.00	2,650.00
18-inch Culvert Pipe	1,720	lin. ft.	6.00	10,320.00
48-inch Culvert Pipe	58	lin. ft.	25.00	1,450.00
36-inch Arch Type Pipe	180	lin. ft.	15.00	2,700.00
Extra for Pipe under Pavement	44	lin. ft.	20.00	880.00
12-inch Paved Culvert End Slopes	1	only	100.00	100.00
18-inch Paved Culvert End Slopes	11	only	125.00	1,375.00
48-inch Paved Culvert End Slopes	1	only	150.00	150.00
Concrete Manholes	3	only	500.00	1,500.00
Concrete Inlets, Type G-2MA/G-2	6	only	300.00	1,800.00
6-inch Drain Pipe	5,750	lin. ft.	2.00	11,500.00
Special Filter Material for Drains	500	cu. yd.	8.00	4,000.00
Guard Rail, Type 2A	1,225	lin. ft.	5.50	6,737.50
Guard Rail Anchors	7	only	250.00	1,750.00
Extra for Guard Rail Bridge Connection	4	only	300.00	1,200.00
Concrete Median Barrier	140	cu. yd.	80.00	11,200.00
Granular Backfill in Median Barrier	60	cu. yd.	8.00	480.00
4-inch Exposed Aggregate Surfacing	70	sq. yd.	8.00	560.00
Extra for Asphalt Approaches	8	only	100.00	800.00

Extra for Asphalt Walks	320 sq. yd.	1.50	480.00
Extra for Asphalt Curbs	400 lin. ft.	1.00	400.00
Guide Posts	140 only	8.00	1,120.00
Guide Posts, Flexible	15 only	15.00	225.00
Roadside Seeding and Mulching	10 acre	300.00	3,000.00
1 1/2-inch Electrical Conduit	300 lin. ft.	4.00	1,200.00
2-inch Electrical Conduit	85 lin. ft.	4.00	340.00

Signing

Removal of Existing Sign Installation	All Required		3,000.00
Painted Wood Sign Posts	All Required		1,500.00
Sign Support Footings	All Required		2,800.00
Breakaway Sign Posts	All Required		8,000.00
Single Sign Supports	All Required		4,000.00
Double Sign Supports	All Required		1,000.00
Revise and Move Existing Type "A" Signs	All Required		200.00
Type "A" and "B" Signs in Place	1,424 sq. ft.	7.00	9,968.00
Type "C", "D" & "R" Signs in Place	568 sq. ft.	5.00	2,840.00
Type "E" Signs in Place	73 sq. ft.	5.00	365.00
Type "U" Signs in Place	41 sq. ft.	7.00	287.00
"Stop" Flaps in Place	4 only	25.00	100.00
Thermoplastic Pavement Arrows	4 only	200.00	800.00
			$837,826.50

Flagging (60%) of Contractors Cost)	All Required		$ 3,000.00
Temporary Erosion Control	All Required		1,000.00
On the Job Trainee (2 only $800)	All Required		1,600.00
			$ 5,600.00
	Sub Total		$843,426.50
	10% Engr. & Cont.		84,342.50
	Total		$927,769.00

Type Code X781
Boring Road U'xing (Sta. #13492)(Sta. "OX2" 48+23.40 to Sta. "OX2" 51+72.40)
(Length 349')

Shoring, Cribbing, etc.	All Required		$ 30,000.00
Structure Excavation	980 cu. yd.	5.00	4,900.00
Structure Excavation Below Elevations Shown	100 cu. yd.	5.00	500.00
Furnish Pile Driving Equipment	All Required		20,000.00
Furnish HP 12 x 53 Steel Piling	4,300 lin. ft.	5.00	21,500.00
Drive Steel Piles	4,300 lin. ft.	0.10	430.00
Class "A" Concrete (1770 cy.)	All Required		160,000.00

20'/25' Bulb Tee Prestressed Beams	18 only	900.00	16,200.00
95'/100' Bulb Tee Prestressed Beams	9 only	2,800.00	25,200.00
110'/115' Bulb Tee Prestressed Beams	3 only	3,600.00	10,800.00
115'/120' Bulb Tee Prestressed Beams	3 only	3,600.00	10,800.00
120'/125' Bulb Tee Prestressed Beams	3 only	3,600.00	10,800.00
Prestressing Steel (58,000 lb.)	All Required		25,000.00
Reinforcement (320,000 lb.)	All Required		42,000.00
Two Tube Metal Railing	700 lin. ft.	15.00	10,500.00
Pedestrian Handrail	340 lin. ft.	17.00	5,780.00
Preparation of Slopes	650 sq. yd.	4.00	2,600.00
Concrete Slope Paving	650 sq. yd.	10.00	6,500.00
Slope Paving Curbs	200 lin. ft.	5.00	1,000.00
Reinforced Concrete Bridge End Panels	350 sq. yd.	23.00	8,050.00
8-inch Culvert Pipe	300 lin. ft.	4.00	1,200.00
2-inch Electrical Conduit	400 lin. ft.	3.00	1,200.00
Deck Seal	1,880 sq. yd.	2.00	3,760.00
	Sub Total		$418,720.00
	10% Engr. & Cont.		41,872.00
	Total		$460,592.00

Length of Project - - - - - - 0.0 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 927,769.00	$589,597.00	$338,172.00
Structure	460,592.00	292,706.00	167,886.00
Total	$1,388,361.00	$882,303.00	$506,058.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 92%   Group 8 - 8%

Prefix 3-1019

Contract No. 7706

Boring Road Interchange Section

Project No. EHS-F-156(22)

Nonparticipating State Work

Permanent Striping	All Required	$300.00
Stage Construction Striping	All Required	100.00
Install Water Line in Structure	All Required	500.00
		$900.00

7706

March 29, 1974

Argonaut Insurance Co.
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

A post-final payment for $202.40 will be made to Valley Inland Pacific Constructors, Inc., on Contract No. 7706 for work on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,280,317.14 including the post-final payment. Of the total $11,436.48 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7706

OREGON STATE
HIGHWAY DIVISION

March 27, 1974

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Re: Treasurer Receipt 1112
Bond #1149) for $62,827.33
Contract 7706
Valley Inland Pacific Construction, Inc.

Attention: Merle Crowe, Cashier

Contract 7706 has been completed and the final estimate has been processed for payment. This Time Certificate of Deposit is no longer required in lieu of retainage on Contract 7706 and can now be returned to Valley Inland Pacific Construction, Inc.

Very truly yours,

Vernon E. Skoog, Fiscal Officer
Oregon Dept. of Transportation

by

R. J. Hacek
Accounting Systems Officer

CRP:njc

cc: Valley Inland Pacific
Wilsonville, OR

bc: C. W. Head
John Bond
Vince Gallagher
John Herr

E-123

77060

March 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. EHS-F-156(22)

SUBJECT Request Change Order Approval

Contract 7706 , Price Agreement No. 11

Project Boring Road Interchange

Highway Mt. Hood

County Clackamas

This agreement covers the cost to the contractor for corrective grading work on the bridge and slopes. Due to an engineering error in staking the end slopes the contractor was required to reslope the last 10 feet of slope before placing the slope paving.

A copy of the Engineer's letter of explanation with cost justification by the Chief Cost Engineer are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer March 15, 1974, retroactive to June 22, 1973, the date the work was performed.

Your approval as of June 22, 1973 is requested.

Attach.

BMW:js

7706

5

March 20, 1974

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, CA 94025

Gentlemen:

On March 5, 1974, we wrote to you concerning release of final payment on Contract No. 7706 awarded to Valley Inland Pacific Constructors, Inc., for work on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County.

Final adjustments on this contract amount to $299.23 owed to the Oregon State Highway Division by the contractor. The State Highway Division is still retaining the securities deposited with the State Treasurer in lieu of retainage. The total contract amount is $1,280,114.74, including $11,436.48 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: Valley Inland Pacific
Constructors, Inc.
P. O. Box 96
Wilsonville, OR 97070

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
E. L. Hardt

7706

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE March 12, 1974

TO C. W. Head V. Gallagher
John Bond John Herr

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer RJH

SUBJECT Contract 7706
Valley Inland Pacific Constructors, Inc.

Treasurer's Receipt #1112 (TCD 1149) in the amount of $62,827.33 is a replacement for Treasurer's Receipt #1015 (TCD 1132) in the amount of $62,827.33 which has been returned to Valley Inland Pacific Constructors, Inc.

The deposit and withdrawal are of equal value so no change resulted in the total on deposit.

Copies of the Treasurer's Receipt and letters will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

[illegible]
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1112

SAFEKEEPING RECEIPT

Received for Account of Valley Inland & Pacific Constructors Inc.
P.O. Box 96 Wilsonville, Oregon 97070

Date March 7, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Security Bank of Oregon, Portland, Oreg. 5% Dated Feb. 15, 1974 Due 3-29-74	1149	1	62,827.33				62,827.33
							62,827.33

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7706

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 7, 1974

Valley Inland Pacific Constructors Inc.
Post Office Box 96
Wilsonville, Oregon 97070

Gentlemen:

Enclosed please find State Treasury safekeeping receipt number 1112, dated March 7, 1974, in the amount of $62,827.33 covering Time Certificate of Deposit number 1149 in the amount of $62,827.33, which matures on March 29, 1974.

Treas Rec # 1015

As indicated by the enclosed copy of a letter to the Security Bank of Oregon, Portland, Oregon, we have released and mailed to them T.C.D. number 1132 in the amount of $62,827.33, which matured on February 15, 1974.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 7, 1974

Security Bank of Oregon
330 S.W. Sixth Avenue
Portland, Oregon 97204

Attn: Thurston Gates, Vice Pres.

Treas Rec # 1015

Gentlemen:

Reference your letter dated March [illegible], 1974, please find enclosed Time Certificate of Deposit number [illegible]32, in the amount of $62,827.33 which matured on February 15, 1974, for credit of Valley Inland Pacific Constructors, Wilsonville, Oregon.

Kindly acknowledge receipt by signing and returning the duplicate copy of this letter.

Very truly yours,

James A. Redden, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Valley Inland Pacific
cc: Oregon State Highway Division, attn: Dick Haack

COPY

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 1, 1974, I accepted the following.

Contract No. 7706, Work Completed Jan. 8, 1974

Project Boring Road Interchange

Highway Mt. Hood County Clackamas

Type of Work Grading, Paving, Structure and Signing

Contractor Valley Inland Pacific Constructors, Inc.

Administrator & State Highway
Engineer

3-4-74

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on March 1, 1974, I accepted the following.

Contract No. 7706, Work Completed Jan. 8, 1974

Project Boring Road Interchange

Highway Mt. Hood County Clackamas

Type of Work Grading, Paving, Structure and Signing

Contractor Valley Inland Pacific Constructors, Inc.

Administrator & State Highway
Engineer

7706

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE January 24, 1974

TO C. W. Head TO Vince Gallagher
John Bond John Herr

FROM V. E. Skoog, Fiscal Officer, OREDOT
By: R. J. Hacek, Accounting Systems Officer RJH

SUBJECT Contract 7706
Valley Inland Pacific Constructors, Inc.

Treasurer's Receipt #1015 (TCD 1132) in the amount of $62,827.33 has been deposited in lieu of retainage on contract 7706.

This receipt replaces Treasurer's Receipt #545 (TCD 0454) in the amount of $62,827.33 which has been returned to Valley Inland Pacific Constructors, Inc.

The deposit and withdrawal were of equal value so no change resulted in the total on deposit.

A copy of the letters and the Treasurer's Receipt will be filed (in the contract file) in the Administrative Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1015

Received for Account of Valley Inland Pacific Constructors, Inc.

Address P.O. Box 96, Wilsonville, Oregon 97070

Date Jan. 23, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Security Bank of Oregon, Portland, Oregon 5% Dated 1-16-74 Due 2-15-74	1132	1	62,827.33				62,827.33
							62,827.33

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7706

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 23, 1974

Security Bank of Oregon
330 S.W. Sixth Avenue
Portland, Oregon 07204

Attn: Thurston Gates, Ass't Vice Pres.

Gentlemen:

Reference your letter dated January 18, 1974, please find enclosed Time Certificate of Deposit number 454, (5-50%) in the amount of $62,827.33 payable to Valley Inland Pacific which matured on January 16, 1974.

Treas. Receipt # 545

We acknowledge receipt of T.C.D. number 1132, in the amount of $62,827.33, due February 15, 1974, which replaces the maturing T.C.D.

Treas Receipt # 1015

Kindly acknowledge receipt by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

Cc: Valley Inland Pacific Constructors
cc: Oregon State Highway Department, attn: Dick Hacek

RECEIVED
JAN 24 1974
FISCAL OFFICER
LOT

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 23, 1974

Valley Inland Pacific Constructors Inc.
P. O. Box 96
Wilsonville, Oregon 97070

Gentlemen:

As evidenced by the enclosed copy of a letter to the Security Bank of Oregon we have released and mailed to them your T.C.D. number 454 in the amount of $62,827.33 which matured on Jan. 16, 1974,

TreasRec #545

We enclose our safekeeping receipt number 1015, dated January 23, 1974, in the amount of $62,827.33, covering T.C.D. number 1132, due February 15, 1974, which replaces the maturing Time Certificate of Deposit.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

COPY

7706

5

RECEIVED
STATE HWY ENGR

JAN 21 '74

REFER TO
[illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File

January 14, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-F-156(22)

1-21-74
cy Coulter

FROM
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance (Revised)

Contract 7706, Work Completed January 8, 1974

Project Boring Road Interchange

Highway Mt. Hood

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date January 16, 1974

Conditions not acceptable: None

for

G. L. Green
Division Engineer

NOTED
H.S. COULTER

VG:dg

cc F. B. Klaboe
L. H. Young

7706

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Boring Road Interchange

WEEK ENDING: January 11, 1974

SECTION PREFIX: 3-1019

HIGHWAY: Mount Hood

COUNTY: Clackamas

KIND OF WORK: Grading, Paving and Structure

NAME OF JOB: Boring Road Interchange

CONTRACTOR: Valley Inland Pacific Constructors, Inc.

CONTRACT NUMBER: 7706

FEDERAL AID PROJECT NUMBER: EHS-F-156(22)

DATE OF CONTRACT: April 28, 1972

DATE WORK STARTED: May 11, 1972

ESTIMATED COMPLETION DATE: N/A

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 1

SPECIFIED WORK DAYS: N/A

SPECIFIED CALENDAR DAYS: 420

SPECIFIED COMPLETION DATE: N/A

WORK DAYS USED: N/A

CALENDAR DAYS USED: 469½

PERCENT OF TIME ELAPSED: 112%

PROJECT AUTHORIZATION: $1,420,927.31

EXCLUSIVE OF ENGINEERING: $1,319,883.59

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,280,201.54

ESTIMATED PERCENT: XXXXXX UNDERRUN 3.0 %

ENGINEERING AUTHORIZATION: $101,043.72

ENGINEERING COST TO DATE: $180,500.00

PERCENT OF AUTHORIZATION: 179 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%

DATE PROJECT WAS COMPLETED: January 8, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100%	100%	100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.5	2.5			2.5
MILES PARTIALLY COMPLETED	2.5	2.5			2.5
MILES COMPLETED	2.5	2.5			2.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	152,500 cy	13,000 ton			32,200 ton
TOTAL QUANTITIES CORRECTED TO DATE	167,168 cy	13,400 ton			31,063 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	167,168 cy	13,400 ton			31.063 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1-truck, 1-ladder truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	XX 13492						
PERCENT	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6	Clear, Cold	0		
MONDAY 7	Clear, Cold	0		
TUESDAY 8	Clear, Cold	0		
WEDNESDAY 9	Clear, Cold	0		
THURSDAY 10	Cloudy, Cold	0		
FRIDAY 11	Cloudy, Cold	0		
SATURDAY 5	Clear, Cold	0		

K

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 6	No activity.
MONDAY 7	Hoaglin's crew replacing washers with suitable hardened washers on signs nos. 4, 6, 10 & 17.
TUESDAY 8	Hoaglin's crew replacing washers with suitable hardened washers on signs nos. 1 & 3.
WEDNESDAY 9	No activity.
THURSDAY 10	No activity.
FRIDAY 11	No activity.
SATURDAY 5	No activity.

REMARKS

The project was completed January 8, 1974. The Semi-Final Estimate was submitted December 11, 1973.

This is the final weekly report for this project.

SIGNED R R Cameron LOCATION Portland

R. R. Cameron, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE January 8, 1974

TO Mr. L. W. Rulien
Region 1 Engineer

ORIGINAL SIGNED
WALTER J. HART

FROM Walter J. Hart
Bridge Engineer

SUBJECT Boring Road Interchange
Contract 7706

NOTED
E. S. HUNTER

I have just read the narrative report for the structure on the subject project as written by R. R. Cameron and R. V. Cotton, Resident Engineers, and find it very informative. He has pointed out some construction problems which we hope to minimize on future contracts.

I wish to express my appreciation for the content of the narrative reports submitted by the Resident Engineers in your region especially those pointing out construction problems which can be eliminated or minimized by a change in the plans or specifications.

The narrative reports are read by several people in the Bridge Section including the designer of the structure. All feedback received via these reports is considered and in many cases is used to improve future projects.

Please convey my appreciation to your Resident Engineers.

RWE/ag

cc E. S. Hunter
~~C. T. Keasey~~
L. L. Wallace

RECEIVED
JAN 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7706

December 19, 1973

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, OR 97070

Gentlemen:

We have reviewed your request for an extension of 60 days for work on Contract No. 7706 for work on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County.

Careful consideration was given to the reason you submitted. In light of the available facts and provisions of the contract, an extension of 49 days is granted. This extends to the winter dormant period starting December 1, when time is not counted and will eliminate the time liquidated damages that have accrued on this project. We understand it will be all completed soon.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
C. T. Keasey
H. S. Coulter
V. E. Skoog
V. L. Gallagher
L. W. Rulien

JAB:fr   dpy

7706

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 19, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Time Extension Request
Boring Road Interchange
Mt. Hood Highway
Contract No. 7706

Valley Inland Pacific Constructors, Inc., has requested a 60-day extension of time without assessment of liquidated damages, giving as delays caused by labor disputes and late material deliveries. The 420 contract days expired October 12, 1973, and liquidated damages accrued at $200 per day. The project is almost completed.

A strike by the Operating Engineers Union, Local No. 701, caused delay to the project during a 54-day day period starting June 13 and continuing through August 5, 1973. The contractor was unable to perform paving work due to the strike but was able to continue with some other items, and contract time was counted throughout this period. The average work force during the strike was only slightly over 19 percent of the average force prior to the strike. A susequent strike by the Laborers Union halted all work on the project from noon of August 15 through August 21, 1973. Time was not counted during this 6-1/2 day period.

The contract was not awarded until 29 days after bid opening due to delays in acquisition of right-of-way and FHWA approval. Nine days extension could be justified by this.

It takes 49 days extension to reach the winter dormant period starting December 1 when time is not counted. The strike effect and delay in award easily justify the 49 days and I have granted it accordingly.

This is a primary Federal Aid project and we have the concurrence of the FHWA. This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

bc: C. W. Head
G. M. Baldwin
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
V. L. Gallagher
L. W. Rulien
Gary Sund
Bob Whipps

JAB:fr dpy

7706

Form FHWA 121 (Rev. 5-73)

5

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon Project EHS-F-156(22)
Boring Road Interchange
Mt. Hood Highway
Time Extension Request

DATE: December 7, 1973

In reply refer to: 10-35-AA

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We concur in the requested 49-day extension of time due to the labor disputes of June 13 to August 5, 1973.

for G. L. Green

RECEIVED
STATE HWY ENGR
DEC 12 '73
REFER TO
Counts
FOR
Info | Act | File

Cy all

12-13-73
cy Counts
[illegible]
[illegible]

7706

5

December 4, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Boring Road Interchange
Mt. Hood Highway
FAP EHS-F-156(22), Contract 7706

The subject project was awarded April 28, 1972, and 420 calendar workdays were allotted for completion of the contract work. The project is approximately 99 percent complete with completion expected soon.

The contractor, Valley Inland Pacific Constructors, Inc., has requested a 60-day extension of time without assessment of liquidated damages. Reasons given for the request are delays caused by labor disputes and late material deliveries. The 420 days expired October 12, 1973. Liquidated damages accrue at $200 per day.

A strike by the Operating Engineers Union, Local 701, caused delay to the project during a 54-day period starting June 13 and continuing through August 5, 1973. The contractor was unable to perform paving work due to the strike, but was able to continue with other items. The average work force during the strike was only slightly over 19 percent of the average force prior to the strike. At the start of this labor dispute, the structure was 92 percent complete, and the overall project 64 percent complete and ready for paving to move traffic off a detour. At the end of the 54 days, the project was 68 percent complete. A subsequent strike by the Laborers Union halted all work on the project from noon of August 15 through August 21, 1973. Time was not counted during this 6½-day period.

Another possible reason for extension of time is a delay in awarding the contract. The contractor has not requested additional time based on this reason, but the contract was not awarded until 29 days after bid opening because of delays in acquisition of right-of-way and FHWA approval. A nine-day extension could be justified.

A 49-day extension would extend to the winter dormant period starting December 1 when time is not counted. The strike effect and delay in award easily justify the 49 days. Your concurrence is requested.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
V. L. Gallagher

FORM E-30 (REV. 10-69)

NOTED

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1973

SUBJECT: Time Extension Request
Boring Road Interchange
Mt. Hood Highway
FAP EHS-F-156(22)
Contract No. 7706

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

The subject project was awarded April 28, 1972 and 420 calendar workdays were allotted for completion of the contract work. The project is approximately 99 percent complete with completion expected soon.

The contractor, Valley Inland Pacific Constructors, Inc., has requested a 60-day extension of time without assessment of liquidated damages. Reasons given for the request are delays caused by labor disputes and late material deliveries. The 420 days expired October 12, 1973. Liquidated damages accrue at $200 per day.

A strike by the Operating Engineers Union, Local No. 701, caused delay to the project during a 54-day period starting June 13 and continuing through August 5, 1973. The contractor was unable to perform paving work due to the strike, but was able to continue with some other items. The average work force during the strike was only slightly over 19 percent of the average force prior to the strike. A subsequent strike by the Laborers Union halted all work on the project from noon of August 15 through August 21, 1973. Time was not counted during this 6-1/2 day period.

Late delivery of materials is not a basis for extension of contract time as this is ordinarily the contractor's responsibility.

Another possible reason for extension of time is a delay in awarding the contract. The contractor has not requested additional time based on this reason, but we find that the contract was not awarded until 29 days after bid opening due to delays in acquisition of right of way and FHWA approval. Nine days extension could be justified by this.

It takes 49 days extension to reach the winter dormant period starting December 1 when time is not counted. The strike effect and delay in award easily justify the 49 days.

This is a primary Federal Aid Project and will require the concurrence of the FHWA.

Rough draft letters are attached.

JAB:WR:fr

Attach.

cc: V. L. Gallagher

E--320 (Rev.)—5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 8, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 420 days to 480 days, within which to complete our Contract No. 7706, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

6/16/73 - 8/5/73 Contractor unable to pave due to Strike.
8/15/73 - 8/21/73 Contractor shut down by Strike.

Late material deliveries by Portland Wire & Iron caused additional delay.

Respectfully submitted,

VALLEY INLAND PACIFIC CONSTRUCTORS, INC.
Contractor

By Frank M Fritzie
Frank M. Fritzie, President

CONSENT OF SURETY

Date October 10, 1973

We, ARGONAUT INSURANCE COMPANY
, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

William K. Thie
William K. Thie Attorney-in-fact

(SEAL)

Corroon & Black-Forsgren
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7706 Contractor Valley Inland Pacific Constructors, Inc.

Highway Mt. Hood

Section Boring Road Interchange

Kind of Work Grading, Paving, Structure & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [illegible] or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 49 days extension for effect of labor dispute in summer of 1973 and delay in submitting contract after bids were opened.

Recommended for Approval:

Division Engineer

Adm
Construction/Engineer ~~or Bridge Engineer~~

~~Asst~~ State Highway Engineer

State Printing 27020

Contract No.	7706
Project designation	EHS-F-156(22) [illegible]-Federal
Date awarded	April 28, 1972
Work started	May 11, 1972
Per cent completed	98% October 18,1973 Date
No. of Workdays Allowed	420
No. of Workdays Used	425 1/2
No. of Added Workdays Requested	60

7706 ~ 12-18-73

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 16	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 12-18-73	INSPECTION MADE BY P. E. O'Neil & W. N. Bryant		PROJECT NO. F-HF-156(22)

IN COMPANY WITH Bryant Jackmond, Constr Engr; D. Corum, Highway Engr Trainee, FHWA; D. Adams, Reg Constr Engr; E. Hardt, Bridge Constr Engr; R. Cameron, Res Engr.

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED [illegible]2 %	WORK COMPLETED 99 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

JAN 07 1974
REGIONAL OFFICE

BORING ROAD INTERCHANGE
MT. HOOD HIGHWAY
Grading, Paving, Structures, and Signing

The contractor completed the project in substantial conformance with the approved plans and specifications on December 17, 1973 at which time 469½ days had elapsed. The contractor has been granted a time extension of 49 days based on the labor dispute from June 13 through August 5, 1973.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications with the exception of washers in the signing. They are to be replaced by the contractor when he obtains the new washers.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
JAN 8 '74
REFER TO
(Coulter)
FOR
Info | D/R | Sign | Act | File

RECEIVED
JAN 8 1974
Office of
Assistant State Highway Engineer
1. 8 74

NOTED
H.S.COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7706

November 26, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-F-156(22)

ORIGINAL SIGNED BY

FROM
L. H. Young, Office Engineer

SUBJECT Request Change Order Approval

Contract 7706, State Force Order No. 4

Project Boring Road Interchange

Highway Mount Hood

County Clackamas

This Order covers the cost of furnishing and installing additional signing on the project. A review of the signing work by the State Regional Traffic Engineer indicated additional signing was required to provide additional safety to the traveling public. This signing was not included as a part of the contract work. It is in the public interest to have this small amount of signing work performed by State forces as the contractor has completed his work except for minor cleanup and the additional signing would extend the work time. This project is already in penalty time.

Copies of the Engineer's letter of explanation and a sketch showing the location of the additional signing are attached.

The estimated cost of this work is $490.00 with Federal participation in the amount of $294.00. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, November 20, 1973.

Your approval as of November 20, 1973 is requested.

BMM:bb
Attach.

7706

134

October 29, 1973

Valley Inland Pacific
0112 S. W. Pennoyer Street
Portland, OR 97201

Gentlemen:

Boring Road Interchange
Mt. Hood Highway, Clackamas County
Contract No. 7706

Your October 16 letter requested early acceptance by the State of all responsibility for damages resulting from public traffic.

We note that less than 5 percent of the money amount of the contract work remains to be accomplished with total completion of the project estimated within just two or three weeks. We believe the contractor should be responsible for all the work covered by the contract up to the time of final acceptance of the entire project, except for the six specific items of work set forth by the 107.25 special provision. The exceptions set forth in this provision were arrived at only after careful consideration of the damage potential and a reasonable basis for bidding.

We believe the contract specification is clear and will abide by it on this project.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey
L. W. Rulien (enc.)
R. R. Cameron

JB:lb ja

VIPCO **VALLEY INLAND PACIFIC**

October 17, 1973

Oregon State Highway Department
Salem, Oregon 97310

Reference: Boring Road Interchange
Mt. Hood Highway, Clackamas County
Contract No. 7706

Gentlemen:

In accordance with Section 107.25 of the Specifications for the above-referenced project, we wish to notify you that this project is now being used by permanent traffic.

We hereby request that the State of Oregon assume the responsibility for any damages which are a direct result of public traffic.

Very truly yours,

VALLEY INLAND PACIFIC CONSTRUCTORS, INC.

Frank M Fritzie
Frank M. Fritzie

FMF/nd

cc: Mr. R. R. Cameron, Resident Engineer
Oregon State Highway Division
7941 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

RECEIVED
STATE HWY ENGR
OCT 19 '73
REFER TO
[illegible]
FOR
Info Inves R/D [✓ D/R] Sign Act File

NOTED
A. E. [illegible]

RECEIVED
OCT 19 1973
ADMINISTRATIVE SERVICES

RECEIVED
OCT 22 1973
Office of
Assistant State Highway Engineer

0112 S.W. Pennoyer Street • Portland, Oregon 97201 • Phone (503) 228-8283

7706

GRANGE INSURANCE ASSOCIATION

ROCKY MOUNTAIN FIRE AND CASUALTY CO.
BRANCH OFFICE 118 234-0391
1125 S. E. MADISON • PORTLAND, OREGON 97214 • BE 4-0391

October 19, 1973

Buss

State of Oregon
Hiway Department
Salem, Oregon

RE:	Date of Accident	:	September 28, 1973
	Our Insured	:	Dennis C. and Elaine Evans
	Location	:	Boring, Oregon
	Our policy number	:	1A 362022

Gentlemen:

Please provide the address of Vance Construction Company or their insurance carrier.

Vance Construction Company is reported to be contractor on construction project at the intersection of Hiway 212 and Mt. Hood Freeway on 9/28/73.

On the above date, our insured sustained damages to his vehicle as a result of colliding with an obstruction negligently left on the travelway.

Your early attention to this matter will be appreciated.

Yours very truly,

GRANGE INSURANCE ASSOCIATION

RL Maley

R.L. Maley
Portland Branch Office
Claims Department

RLM:cc

Called 10/23/73
~~Cop~~ address of VIPCO - Valley Inland Pacific Constructions, due given as they had the name on file BMY

Contract # 7706

NOTED
C. W. HEAD

RECEIVED
22 1973
ADMINISTRATIVE SERVICES

1219 11-70 4988

3-31-75

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 13	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 8-27-73	INSPECTION MADE BY P. E. O'Neil, Asst Area Engr & D. Corum		PROJECT NO. F-156(22)
IN COMPANY WITH R. Cameron, Resident Engineer, OSHD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 88 %	WORK COMPLETED 73 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AN[illegible] TAKEN
(* Not applicable for all contacts.)

COPY SENT

SEP 11 1973

REGIONAL OFFICE

BORING ROAD INTERCHANGE
MT. HOOD HIGHWAY
Grading, Paving, Structures, and Signing

Stage Inspected: Paving

1. **SCOPE OF INSPECTION**

The purpose of this inspection was to review the contractor's paving operation, the State's paving inspection procedures, sampling and testing, and to review the project records.

9-12-73
Constr.
cy Young

2. **FINDINGS**

a. The State engineering staff on the project were capable and sufficient to make the necessary quantity and quality measurements along with maintaining quality control throughout the job inspection and testing. The test men, Messrs. D. Vessey, Regional Asphalt Inspector, and P. Langley were both AC card carriers.

b. Some mixing of the aggregates occurred during a 2-day period in which 10% of the total pavement on the job was batched. 43% of this material came out of specs. The problem was traced to a hole worn between two of the cold storage bins and some warping of the gates between bins. The resident informed the contractor by letter dated August 17, 1973 of the problem. The contactor will be penalized. State personnel are to be commended for their prompt and appropriate actions in discovering and dealing with this problem.

c. The State met or exceeded the required sampling and testing frequency for both job control and check testing.

d. The resident engineer and his staff were using the proper method for documenting the amount of AC in place to date.

e. There was evidence of rollers being left on a hot mat. Even though this was the lower lift, this practice should be discouraged as it may reoccur on the final lift.

NOTED
H.S. COULTER

(more)

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

3. COMMENTS AND RECOMMENDATIONS

The State has taken the appropriate action where there was a mix in aggregates. Other phases of the job, such as rolling pattern, raker work, workmanship, and appearance are proceeding as expected. The resident is obtaining a good finished product.

5

FORM E-20X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

77016

DATE May 24, 1973

TO Memo to File

ORIGINAL SIGNED
J. B. BOYD

FROM J. B. Boyd
Right of Way Engineer

77016

SUBJECT Oregon Project F-156[21]
File 46329 - Eklund
Compensability of Damage Allowance
PIN 35-72-FIN-37
Boring Road Interchange Section
Mt. Hood Highway, Clackamas County

NOTED
A. E. JOHNSON

A review of this file which I requested by letter dated May 7, 1973, has been completed by Jack L. Sollis, Assistant Attorney General, Trial Division.

It is Mr. Sollis' opinion that there is very little chance we could change the opinion of the Federal Highway Administration relating to the compensation of Eklund for the loss of visibility of the sign.

Mr. Sollis recommends that we make no further attempt to obtain Federal participation on this file. I concur in this recommendation.

cc A. E. Johnson /w/ att. ✓
Milner M. Mead
M. R. Mitchell
C. J. Mathias

RECEIVED
STATE HWY ENGR
MAY 25 '73
REFER TO
FOR
Info | | | D/R | Sign | Act | File

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

May 15, 1973

910

Mr. J. B. Boyd
Resident Engineer
State Highway Building
Salem, Oregon 97310

Re: R-46329 Oregon Project F-156(21) Eklund
Compensability of Damage Allowance. PIN 35-72-FIN-37

Dear Mr. Boyd:

In reply to your letter of May 7, 1973, please be advised that I have reviewed the file and previous correspondence with the Federal Highway Administration and I see no way that we can convince them that such payments are "generally compensable in eminent domain".

The particular point has never been decided in Oregon and in other states there are opinions going both ways. The Federal Government feels that as long as there is a split of authority Oregon could go either way, then there is no possibility that we can recover any amount from them for this particular item of damage.

The only way that we could ever establish the law in Oregon would be to take this matter to the Supreme Court and it is a little late to do it in this case.

It is my recommendation that any further attempt to obtain Federal participation be dropped and that in future cases where there is an item of damage, the case be tried rather than settled.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:sd

5

7706

May 23, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
[illegible] ASBURY

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-F-156(22)

SUBJECT Request Change Order Approval

Contract 7706, Price Agreement No. 5

Project Boring Road Interchange

Highway Mt. Hood

County Clackamas

The Agreement covers construction of a class C AC overlay on the existing highway between Stations 523 and 541. The work is required to provide a uniform, smooth roadway over previously channelized areas and areas which have been damaged by falsework construction.

Attached is a copy of a letter from the Regional Construction Engineer along with the justification of costs.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on May 17, 1973.

Your approval as of May 17, 1973 is requested.

Attach.

JK:dg

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7706

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 7, 1973

Mr. Walter L. Barrie
Assistant Attorney General
& Chief Counsel
Justice Department
408 State Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON

Dear Mr. Barrie:

Oregon Project F-156[21] - File 46329 - Eklund
Compensability of Damage Allowance
PIN 35-72-FIN-37

On October 25, 1972, Leonard I. Lindas wrote to Glen L. Green, Division Engineer for the Federal Highway Administration, requesting full participation on this file. Mr. Lindas cited the case history which indicated the Federal Highway Administration should participate in the portion of compensation for the sign visibility.

We have now received a letter from the Federal Highway Administration dated May 4, 1973, a copy of which is attached, wherein the contention cited by Mr. Lindas is denied.

Would you please review this file and advise me whether you wish to make a further request based on your review. The Regional Counsel has indicated and, as discussed with C. J. Mathias, feels there is no basis for their participation in the $9,300 for which we have been cited.

Very truly yours,
ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

JBB:JP
Attachment
cc A. E. Johnson /w/ att.

RECEIVED
STATE HWY ENGR
MAY 8 '73
REFER TO

FOR

Info	Inves	R/D	DIR	Sign	Act	File

Box 300
Salem OR 97308

Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

May 4, 1973

10-35.7

G.L. Green, Division Engineer
Salem, Oregon

Original Signed By
G. L. GREEN
Division Engineer

Oregon Project F-156(21)
Boring Road Interchange
File 46329 - Eklund
Compensability of Damage Allowance
Federal-aid Preaudit Ineligibility Notification 35-72-FIN-37

The State Counsel's resubmission of the State's position on the settlement of the subject parcel was discussed by previous memorandums in some detail. It was concluded that Federal-aid funds could not participate in those payments made for loss of view from the highway.

The State, in its initial latter, cited several California cases holding that a loss of view from the highway was a compensable taking in eminant domain. The resubmission basically cites the same cases in more detail together with some additional California citations. As indicated previously, we do not question that this is the rule in California.

To the best of our knowledge the Oregon courts have not ruled on this question. Further, there can be no question that other jurisdictions do not compensate for loss of view from the highway. In view of this we cannot find that such payments are "generally compensable in eminant domain" within the meaning of Paragraph 5(n) of PPM 80-1.

cc:
OSHD (Boyd)
OSHD (Mitchell)
Mathias

RECEIVED

5

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7726

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 4, 1973

In reply refer to: 10-35.7

FROM : G.L. Green, Division Engineer
Salem, Oregon

-7776

SUBJECT: Oregon Project F-156(21)
Boring Road Interchange
File 46329 - Eklund
Compensability of Damage Allowance
Federal-aid Preaudit Ineligibility Notification 35-72-FIN-37

The State Counsel's resubmission of the State's position on the settlement of the subject parcel was discussed by previous memorandums in some detail. It was concluded that Federal-aid funds could not participate in those payments made for loss of view from the highway.

The State, in its initial letter, cited several California cases holding that a loss of view from the highway was a compensable taking in eminant domain. The resubmission basically cites the same cases in more detail together with some additional California citations. As indicated previously, we do not question that this is the rule in California.

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RECEIVED
STATE HWY ENGR
MAY 7 '73
REFER TO
FOR
Info Inves R/D M/R Sign Act File

Orig - 5-8-73

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7760

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

NOTED
U. S. [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 9	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 3/8/73	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. EHS-F-156(22)

IN COMPANY WITH
R. Cameron, Res Engr; R. Cotton, Res Br Engr, OSHD; K. Almquist, Hwy Engr Trainee, FHWA.

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 48%	WORK COMPLETED 54 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

RECEIVED
STATE HWY ENGR
MAR 15 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

COPY SENT
MAR 14 1973
REGIONAL OFFICE

3-17-73
Const.
cy Young

RECEIVED
MAR 16 1973
Office of
Assistant State Highway Engineer

BORING ROAD INTERCHANGE
MT. HOOD HIGHWAY
Grading, Paving, Structures, and Signing

Stage Inspected: Structural Concreting

1. SCOPE OF INSPECTION

The purpose of this inspection was to determine the adequacy, extent, and effectiveness of the procedures followed on this construction project to obtain the desired product as it relates to structural concrete, forms and reinforcing steel.

2. SUMMARY OF FINDINGS, RECOMMENDATIONS AND ACTIONS TAKEN

a. During this inspection they were pouring the deck on span 3. The State had ample personnel to supervise the construction and to obtain the required sampling and testing.

b. The materials records were reviewed in the project office and found to substantiate the materials that have been incorporated into the project. The job control results were compared to record test results and found to compare closely.

c. The State had adequate control at the batch plant; however, the scales have not been inspected since 1970 and it was recommended to the batch plant inspector that the scales be certified.

d. The project personnel performed slump, air, and yield tests in my presence. The inspector used the proper sampling and testing procedures; however, the scales used lacked a pointer to determine the balance point. It is recommended that a platform scales be supplied to the field personnel which has a zeroing device on it.

Backup notes for this inspection are attached to the Division office copy of this report.

PREVIOUS EDITIONS WILL BE USED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7706

RECEIVED
STATE HWY ENGR
JAN 29 '73
REFER TO
FOR
Info | | R/D | D/R | Sign | Act | File

NOTED

Valley Island Pacific Constructors, Inc.
P.O. Box 96
Wilsonville, OR 97070

January 26, 1973

Re: Boring Road Interchange
F.A. Proj. No. EHS-F-156(22)
Contract No. 7706

Gentlemen:

This is to inform you that the December, 1972 show-cause notice has been vacated and your Company is now considered to be in compliance with the EEO requirements.

Your written commitment reviewed at the compliance conference on January 23, 1973 is acceptable. Our Resident Engineer will continue to monitor your EEO activities. You are to notify him in advance of meetings with employees and the date and minutes of supervisory meetings.

The manner and diligence with which you fulfill your EEO obligations will determine whether or not a follow-up review will be scheduled at a later date.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen L. Green/att.
A. E. Johnson
Gene Huntley
L. W. Rulien
R. R. Cameron/att.

1859

OREGON STATE
HIGHWAY DIVISION

7706

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

December 29, 1972

Valley Inland Pacific Constructors, Inc.
P.O. Box 96
Wilsonville, OR 97070

Attention: Arvo Annus
EEO Officer

Re: Boring Road Interchange
F.A. Project No. EHS-F-156(22)
Contract No. 7706
Show Cause Notice - Non-Compliance With EEO Obligations

Gentlemen:

As a result of the findings at the review conducted at your Wilsonville Office on December 19, 1972 by the Oregon State Highway Division, your Company has been determined to be in non-compliance with your equal employment opportunity contract requirements. You must take either of the following actions:

1. Agree in writing to take prompt action to correct the deficiencies listed below, or
2. Show cause why formal proceedings should not be instituted.

These findings indicate that good faith efforts have not been made to meet the equal employment opportunity contract obligations in the following areas:

1. Periodic meetings of supervisory and personnel office employees were not conducted prior to or after start of work on this project.
2. Meetings with employees to bring to their attention your EEO policy and the procedures for implementing this policy have not been held since start of work.
3. You have no records of requests to unions to refer minority group employees to you.
4. Information and procedures for referring minority group applicants have not been discussed with your employees.
5. There is no evidence that periodic inspections of project sites are made to insure working conditions and employee facilities are non-discriminatory in treatment of project site personnel.
6. Employees and applicants are not advised of available training programs.

RECEIVED
JAN 2 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7. There is no evidence of efforts made to assure subcontractors' compliance with their EEO obligations, including submission of required records and reports at the specified times.
8. Laborer trainee, provided by your subcontractor, Osburn & Davis Const. Inc., was not notified of length and type of training he would receive.
9. This same trainee was not provided with certification showing length and type of training satisfactorily completed upon his termination due to the winter shut down of grading operations.

The Department of Labor regulations (Title 41, Code of Federal Regulations, Chapter 60) implementing Executive Order 11246 are applicable to your Federal-aid highway construction contract and are controlling in this matter (see Required Contract Provisions, Form PR-1273, Clause 112d). Section 60-1.20(b) of these regulations provides that when equal employment deficiencies exist it is necessary that you make a commitment in writing to correct such deficiencies before you may be found in compliance.

The commitment must include:

1. The specific action which you propose to take to correct each deficiency and
2. The date of completion of such action. The time period allotted shall be no longer than the minimum period necessary to effect the necessary correction.

In accordance with instructions issued by the Office of Federal Contract Compliance (OFCC), U.S. Department of Labor, your written commitment must also provide for the submission of monthly progress reports which shall include a head count of minority representation at each level of each trade and a list of minority employees. Your monthly submission of Form PR-1391, Federal-Aid Highway Construction Contractors Monthly EEO Report, will suffice in meeting this requirement.

You are specifically advised that making the commitment discussed above will not preclude a further determination of non-compliance upon a finding that the commitment is not sufficient to achieve compliance. The subject commitment must be submitted to this office no later than 15 days from the date of your receipt of this letter.

We will hold a compliance conference at your Wilsonville, Oregon Office at 10:00 AM on Tuesday, January 23, 1973, at which time we will discuss your commitment. If your written commitment is acceptable, you will be found in compliance contingent upon your effective implementation of that commitment. You are cautioned, however, that our determination is subject to review by the Federal Highway Administration and the Office of Federal Contract Compliance and may be disapproved if your written commitment is not considered sufficient to achieve compliance.

If (1) you do not submit the written commitment discussed above within the 15 days allowed; or (2) you indicate either directly or by inaction that you do not wish to participate in the scheduled conference; or (3) your written commitment is not acceptable and the matter cannot be immediately resolved at the scheduled compliance conference, you must show cause within 30 days from your receipt of this letter why formal sanction proceedings in accordance with 41 CFR, Part 60-1, should not be instituted.

If your written commitment is accepted and it is subsequently found that you have failed to comply with its provisions, you will be advised of this determination and formal sanction proceedings will be instituted immediately.

In the event formal sanction proceedings are instituted and the final determination is that a violation of your equal employment opportunity contract requirements has taken place, any Federal-aid highway construction contracts or subcontracts which you hold may be cancelled, terminated, or suspended; and you may be debarred from further such contracts and subcontracts. Such other sanctions, as are authorized by Executive Order 11246, may also be imposed.

We encourage you to take whatever action is necessary to resolve this matter and are anxious to assist you in achieving compliance. Any questions concerning this notice should be addressed to M. D. Glenn, Construction EEO Engineer, Oregon State Highway Division, State Highway Building, Salem, Oregon 97310, Phone: 378-6318.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M Glenn
M. D. Glenn
Construction EEO Engineer

MDG:fr
bc: Glen L. Green
A. E. Johnson
Gene Huntley
L. W. Rulien
Rob Cameron

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE
Oregon

4. REVIEW REPORT NUMBER

2. ☒ CONSTRUCTION ☐ NON-CONSTRUCTION

3. ☐ DIRECT FEDERAL ☒ FEDERALLY ASSISTED

5. REVIEW AUTHORITY
☒ EXECUTIVE ORDER 11246 AS AMENDED ☒ SEC. 22(A) FED. HWY. ACT. 1968 ☐ CIVIL RIGHTS ACT 1964 AS AMENDED ☒ OTHER *(Specify)* Contract EEO Special Provision

6. ☐ *PRE-AWARD REVIEW **(Not applicable to Federal-Aid Highway Projects)* ☒ POST-AWARD REVIEW ☐ FOLLOW-UP REVIEW

7. ☐ ON-SITE ☒ HOME OFFICE

8. CONTRACT OR PROJECT NO.
EHS-F-156(22)

9. CONTRACT VALUE
1,256,546.50

10. ☒ COMPREHENSIVE REVIEW

11. ☐ SPECIAL REVIEW

12. DATES OF REVIEW
12-19-72

13. CONTRACTOR IDENTIFICATION *(Identify if Minority Enterprise)*
☒ PRIME ☐ SUB ☐ VENDOR ☐ SUPPLIER ☐ OTHER *(Specify)*

14a. NAME AND ADDRESS OF CONTRACTOR
Valley Inland Pacific Constructors, Inc.
P.O. Box 96
Wilsonville, OR

15. NAME AND TITLE OF POLICY OFFICER
Frank M. Fritzie
President

17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
Arvo Annus
EEO Officer

14b. PROJECT ADDRESS IF DIFFERENT

16. NAME AND TITLE OF PROJECT OFFICER
Frank M. Fritzie
President

18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?
SEE ITEM 30H ☒ YES ☐ NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE
BEGINNING DATE 5-10-72
ESTIMATED COMPLETION DATE 7-5-73
ANTICIPATED PEAK EMPLOYMENT DATES Sept. 1972 thru May 1973

20. DETERMINATION OF COMPLIANCE STATUS:
☐ IN-COMPLIANCE ☒ IN-NON-COMPLIANCE ☒ SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. *(Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)*

See attached lists.

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

UNION TITLE OR IDENTIFICATION A	UNION LOCAL NUMBER B	DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS C		DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS? D		DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS? E	
		YES	NO	YES	NO	YES	NO
Hoisting & Portable Engrs.	701	x			x		
Laborers	320	x		x			
Carpenters	420	x		x			
Teamsters	162	x			x		
Cement Masons	555	x		x			

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
Association General Contractors	Portland, OR
Albina Contractors Association	Portland, OR

24. ON-SITE CONSTRUCTION EMPLOYMENT DATA

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPRENTICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)																
2	SUPERVISORS	1															
3	FOREMEN	1															
4	CLERICAL																
5	EQUIPMENT OPERATORS	2															
6	MECHANICS																
7	TRUCK DRIVERS																
8	IRONWORKERS																
9	CARPENTERS	7															
10	CEMENT MASONS															1	
11	ELECTRICIANS																
12	PIPEFITTERS, PLUMBERS																
13	PAINTERS																
14	LABORERS, SEMI-SKILLED	2								1							
15	LABORERS, UNSKILLED																
16																	
17																	
18																	
19																	
20																	
21	TOTAL	13															
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)									1						1	

TABLE B

LINE NO.		TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN	
23	APPRENTICES	1											
24	ON THE JOB TRAINEES												

25. SUMMARIZE NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES November 1972

1 - Laborer - American Indian
2 - Carpenters - non-minority

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA For the week ending November 28, 1972, the contractor has a total work force of 13 of which one or 7.7% are minorities. Only one subcontractor is active at this time. Mercer Industries has 6 employees, all non-minorities. This would make 5.2% minorities employed on the project at this time. There are 0.6% minorities in the work force for this area.

One Carpenter apprentice and one Laborer trainee have been employed in accordance with 7-2(2) training requirements. Both are non-minorities. The Laborer training was provided by a subcontractor, Osburn & Davis Const., Inc.

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued).* *IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

28. HOME OFFICE EMPLOYMENT DATA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS	3			1							3
2	PROFESSIONALS	1										1
3	TECHNICIANS											
4	SALES WORKERS											
5	OFFICE AND CLERICAL	3					1					4
6												
7												
8												
9	Sub-total (White-collar)	7			1		1					8
10	CRAFTSMEN *(Skilled)*	28	1			2						28
11	OPERATIVES *(Semi-skilled)*	11										11
12	LABORERS *(Unskilled)*	20	1		2	1						20
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)	59	2		2	3						59
17	**TOTAL**	66	2		3	3	1					67
18	Total employment from previous report (if any)											
	THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)											
19	ON-THE-JOB TRAINEES: WHITE COLLAR											
20	ON-THE-JOB TRAINEES: PRODUCTION	1										1

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA

Home office statistics show a total of 67 employees of which 8 (12%) are minorities. Training data is listed under Item 26.

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICULOUSLY DISPLAYED?
	X	B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON-SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON-SEGREGATED BASIS?
	X	G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC., BEEN SUBMITTED?
	X	H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
X		J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

The prime contractor has a relatively high minority employment rate. One of their supervisors on a sewage treatment plant project in Vancouver, Washington is an American Indian. Two American Indian Laborers and one Negro Cement Finisher have been employed during the past 90 days. Contractor has personally contacted and advertised for minority subcontractors without success. Verbal request for a minority Carpenter apprentice was made, but none was available at that time.

The results of the review indicate that the Company's affirmative action program is left up to the individual project supervisor with little direction or review by the Company EEO Officer. To date there have not been any meetings held for the purpose of disseminating policy or educating supervisory employees regarding their responsibilities in implementing the Company's EEO policy. The authority and responsibilities of the Company EEO Officer are questionable. (Continued on attached sheet)

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

The contractor is considered to be in non-compliance with the EEO requirements. A show cause notice has been issued (copy attached) in accordance with IM 40-2-72, and requested to submit a written corrective action plan within 15 days after receipt.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	

34. CONDUCTED BY	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE
	☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE

EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

★ GPO : 1970 OF—377-382

M. D. Glenn
Construction EEO Engineer

Item 31 Cont'd.

The review indicated the following specific deficiencies and violations of the EEO requirements:

1. Periodic meetings of supervisory and personnel office employees were not conducted prior to or after start of work to implement and review Company EEO policy.
2. Meetings with employees to disseminate EEO policy have not been held.
3. No record of requests to unions to refer minority group employees.
4. Information and procedures regarding referral of minority group applicants have not been discussed with employees.
5. No evidence that periodic inspections of project sites are made to insure working conditions and employee facilities are non-discriminatory.
6. Employees and applicants have not been advised of available training programs.
7. No evidence of efforts made by contractor to assure subcontractors' compliance with their EEO obligations.
8. Laborer trainee provided by subcontractor, Osburn & Davis Const., Inc., was not notified of the training he would receive.
9. Osburn & Davis's Laborer trainee was not proyided with certification of length and type of training satisfactorily completed upon his termination due to winter shut down of grading work.

BORING ROAD INTERCHANGE - FEDERAL AID PROJECT NO. EHS-F-156(22)
- OSHD CONTRACT NO. 7706
- VALLEY INLAND PACIFIC JOB NO. 7201

SUBCONTRACTORS AND SUPPLIERS:

Aichele Landscaping, Inc.	11360 S. E. Stevens Road Milwaukie, Oregon
Hoaglin Construction Co., Inc.	P. O. Box 187 Cornelius, Oregon 97113
Mercer Industries, Inc.	2636 N. W. 26th Avenue Portland, Oregon
V S L Corporation	236 N. Santa Cruz Avenue Los Gatos, California 95030
Olson Electric Corp.	P. O. Box 830 Vancouver, Washington 98660
Target Dredging & Piledriving Co.	9209 N. Calvert Portland, Oregon
Oregon Asphaltic Paving Co.	1220 S. E. 190 Avenue Portland, Oregon
Osburn & Davis Construction, Inc.	Route 1, Box 340 Troutdale, Oregon 97030
Niedermeyer-Martin Co.	1727 N. E. 11th Avenue Portland, Oregon 97212
Traffic Safety Supply Co.	2324 S. E. Umatilla Portland, Oregon
Portland Wire & Iron Works	4644 S. E. 17th Portland, Oregon
Madden Construction Supply	1516 N. W. Thurman Portland, Oregon 97209
Kaiser Aluminum Culvert	2000 E. Columbia Way - Bldg. 10 Vancouver, Washington
Morse Bros., Inc.	Prestress Concrete Division P. O. Box 205 Harrisburg, Oregon

BORING ROAD INTERCHANGE

SUBCONTRACTORS AND SUPPLIERS (continued):

Mount Hood Readymix	Sandy Oregon
Forest Grove Iron Works	P. O. Box 383 Forest Grove, Oregon

8/15/72

VIPCO
VALLEY INLAND PACIFIC
Constructors Inc.

P. O. BOX 26
OREGON CITY, OREGON 97045
PHONE: 659-2956

AFFIRMATIVE ACTION PROGRAM

The Valley Inland Pacific Constructors, Inc., hereinafter known as the contractor, hereby agrees to this plan for affirmative action in meeting its equal employment opportunity obligation.

1. General

   a. Equal employment opportunity requirements not to discriminate and to take affirmative action to assure equal employment opportunity as required by Executive Order 11246 and Executive Order 11375 are set forth in instructions for Contractors Regarding Affirmative Action. . . (Form HUD-907, FHWA Order Interim 7-2(1), USDL Order No. 4 and others).

   b. The contractor will work with the representatives of the Federal Government in carrying out equal employment opportunity obligations and in their review of his activities under the contract.

   c. The contractor and all subcontractors holding subcontracts, not including material suppliers, of $10,000.00 or more will comply with the following minimum specific requirement activities of equal employment opportunity. The contractor will include these requirements in every subcontract of $10,000.00 or more with such modification of language as is necessary to make them binding on the subcontractor.

2. Equal Employment Opportunity Policy

   It is the policy of this Company to assure that applicants are employed, and that employees are treated during employment, without regard to their race, religion, sex, color or national origin. Such action shall include; employment, upgrading, demotion, or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, preapprenticeship, and/or on-the-job training.

3. Equal Employment Opportunity Officer

   The contractor hereby designates Arvo Annus, Estimator, as EEO Officer with full authority to administer and promote an active program of equal employment opportunity.

4. Dissemination of Policy

   a. All members of the contractor's staff who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement the contractor's equal employment opportunity policy and contractual responsibilities. To insure that the above agreement will be met, the following actions will be taken as a minimum:

(1) Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than every six months, at which time the contractor's equal employment opportunity policy and its implementation will be reviewed and explained. The meetings will be conducted by the EEO Officer or other knowledgeable company official.

(2) All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer or other knowledgeable company official covering all major aspects of the contractor's equal employment opportunity obligations within thirty days following their reporting for duty with the contractor.

(3) The EEO Officer or appropriate company official will instruct all employees engaged in the direct recruitment of employees for the project relative to the methods followed by the contractor in locating and hiring minority group employees.

b. The contractor subscribes to the program of the Oregon-Columbia Chapter, Associated General Contractors of America, Inc., of which the contractor is a member, to make the Chapter's members' equal employment opportunity policy known to all employees, prospective employees and potential sources of employees, i.e. schools, employment agencies, labor unions (Where appropriate), college placement officers, etc. the following actions:

(1) This program will include notices and posters setting forth the member's equal employment opportunity policy which will be placed in areas readily accessible to employees, applicants for employment and potential employees.

(2) The member's equal employment opportunity policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.

5. Recruitment

a. When advertising for employees, the contractor will include in all advertisements for employees the notation: "An Equal Opportunity Employer." He will insert all such advertisements in newspapers, or other publications, having a large circulation among minority groups in the area from which the project work force would normally be derived.

b. The contractor will, unless precluded by a valid bargaining agreement, participate to the full extent possible in AGC chapter efforts to conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority group applicants, including, but not limited to, State employment agencies, schools, colleges and minority

(Cont.)b. group organizations. To meet this requirement, the contractor will, through his EEO Officer and the AGC Chapter, identify sources of potential minority group employees, and establish with such identified sources procedures whereby minority group applicants may be referred to the contractor for employment consideration.

c. The contractor will encourage his present employees to refer minority group applicants for employment by posting appropriate notices or bulletins in areas accessible to all such employees. In addition, information and procedures with regard to referring minority group applicants will be discussed with employees.

6. Personnel Actions

a. Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, or national origin. The following procedures shall be followed:

(1) The contractor will conduct periodic inspections of project sites to insure that working conditions and employee facilities do not indicate discriminatory treatment of project site personnel.

(2) The contractor will periodically evaluate the spread of wages paid within each classification to determine any evidence of discriminatory wage practices.

(3) The contractor will periodically review selected personnel actions in depth to determine whether there is evidence of discrimination. Where evidence is found, the contractor will promptly take corrective action. If the review indicates that the discrimination may extend beyond the actions reviewed, such corrective action shall include all affected persons.

(4) The contractor will investigate all complaints of alleged discrimination made to the contractor in connection with his obligations under this contract, will attempt to resolve such complaints, and will take appropriate corrective action. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective action shall include such other persons. Upon completion of each investigation the contractor will inform every complainant of all of his avenues of appeal.

7. Training and Promotion

a. The contractor will participate fully in the programs of his AGC Chapter to locate, qualify and increase the skills of minority group employees and applicants for employment.

b. Consistent with his manpower requirements and as permissible under Federal and State regulations, the contractor will make full use of training programs, i.e., preapprenticeship, apprenticeship, and/or on-the-job training programs for the geographical area of contract performance.

c. The contractor will advise employees and applicants for employment of available training programs and entrance requirements for each.

d. The contractor will periodically review the training and promotion potential of minority group employees and will encourage eligible employees to apply for such training and promotion.

8. Unions

If the contractor relies in whole or in part upon unions as a source of his work force, he will use his best efforts to obtain the cooperation of such unions to increase minority group opportunities within the unions, and to effect referrals by such unions of minority group employees. Actions by the contractor, either directly or through the Oregon-Columbia Chapter of AGC, acting as his agent, will include the procedures set forth below:

a. Use his best efforts to develop, in cooperation with the unions, joint training programs aimed toward qualifying more minority group members for membership in the unions and increasing the skills of minority group employees so that they may qualify for higher paying employment.

b. Use his best efforts to incorporate an equal employment opportunity clause into all union agreements to the end that such unions will be contractually bound to refer applicants without regard to their race, color, religion, sex, or national origin.

c. In the event a union is unable to refer applicants as requested by the contractor within the time limit set forth in the union agreement, the contractor will, through his recruitment procedures, fill the employment vacancies without regard to race, color, religion, sex, or national origin, making full efforts to obtain qualified minority group persons.

9. Subcontracting

a. The contractor will use his best efforts to utilize minority group subcontractors or subcontractors with meaningful minority group representation among their employees.

b. The contractor will use his best efforts to assure subcontractor compliance with their equal employment opportunity obligations.

10. Records and Reports

a. The contractor will keep such records as are necessary to determine compliance with the contractor's equal employment opportunity obligations. The records kept by the contractor will be designed to indicate:

(1) The number of minority and nonminority group members employed in each work classification on each Federal-aid project.

(2) The progress and efforts being made in cooperation with unions to increase minority group employment opportunities (applicable only to contractors who rely in whole or in part on unions as a source of their work force).

(3) The progress and efforts being made by the contractor in locating, hiring, training, qualifying and upgrading minority group employees.

(4) The progress and efforts being made in securing the services of minority group subcontractors or subcontractors with meaningful minority group representation among their employees.

b. All such records will be retained for a period of three years following completion of the contract work and shall be available at reasonable times and places for inspection by authorized representatives of the State and/or Federal Government.

c. The contractor will submit to the appropriate State or Federal agency a monthly report for the first three months after construction begins, and thereafter upon request, for the duration of the Federal-aid project, indicating the number of minority and nonminority group employees currently engaged in each work classification required by the contract work.

VALLEY INLAND PACIFIC CONSTRUCTORS, INC.

By ______________________________

P.O. Box 96
Wilsonville, Oregon 97070

August 1, 1972

COMPLIANCE REVIEW

Valley Inland Pacific Constructors, Inc.
Wilsonville, Oregon

Contract No. 7706
December 19, 1972

NAME	ORGANIZATION	TITLE
David Noyes	FHWA	Highway Engr. Trainee
Pat O'Neil	FHWA	Asst Area Eng.
Arvo Annus	VIPCO	EEO officer
Neil McGee	Mercer Industries	
GEO. HACKETT	OSBURN DAVIS	SUPT.
M.O. Glenn	OSHD	~~EEO~~ Engr.

OPTIONAL FORM
Revised April 19
As proscribed by the Dept. of Labor (OFCC)

MONTHLY MAN R UTILIZATION REPORT

(See reverse for instructions)

To: (Name and location of Compliance Agency)

Environmental Protection Agency
Region X, 1200 Sixth Avenue
Seattle, Washington 98101

From: (Name and location of prime contractor)

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

1. Name of Project: Westside Sewage Treatment Plant, Vancouver, Washington

2. Reporting Period (mo. yr.): November 1972

3. Project: a. Number: WPC-WN-373 | b. Percent Completed: | c. Date Completed: 6/?/73

4. Company's Name (I.D.)	5. Percent of work completed	6. Trade	7. Classification (see reverse)	Man-hours of Employment a. Total	b. Negro	c. Span-Amer.	d. Amer.-Indian	e. Oriental	8. Percent minority manhours of total manhours	9. Total No. of minority Employees	10. Total Number of Employees
Valley Inland Pacific Constructors, Inc.	79%	Carpenter	J	1104		255			23.1%	2	11
			H								
			Ap	146					0	0	2
			Tr								
"		Laborers	J	1474½	136	120	136		26.6%	3	13
			H								
			Ap								
			Tr								
		Opr. Engrs	J	525					0	0	[illegible]
			H								
			Ap								
			Tr								
		Cement Masons	J	332	24				7.2%	1	1
			H								
			Ap								
			Tr								
"		Suprv & Ofc Pers	J	360		160			44.4%	1	2
			H	[illegible]							
			Ap	[illegible]				12-25-7?			
			Tr	[illegible]							
[illegible]chanical	92%	Plbrs	J	971		144			14.5%	1	[illegible]
			H								
			Ap	140					0	0	[illegible]
			Tr								
"		Laborers	J	232					0	0	2
			H								
			Ap								
			Tr								
Lord Electric		Electricians	J	1038					0	0	[illegible]
			H								
			Ap	322					0	0	4
			Tr								
		Opr. Engrs	J	138					0	0	1
			H								
			Ap								
			Tr								

11. Company Official's Signature and Title
[illegible] Annus
EEO Officer

12. Date Signed: 12/5/72

13. Telephone No.: 638-7526

OPTIONAL FORM 66
Revised April 19
As prescribed by the Dept. of Labor (OFCC)

MONTHLY MAN[illegible]ER UTILIZATION REPORT

(See reverse for instructions)

To: *(Name and location of Compliance Agency)*

Environmental Protection Agency
Region X, 1200 Sixth Avenue
Seattle, Washington 98101

From: *(Name and location of prime contractor)*

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

1. Name of Project: Westside Sewage Treatment Plant
Vancouver, Washington

2. Reporting Period (mo. yr.): November 1972

3. Project

a. Number: WPC-WN-373

b. Percent Completed:

c. Date Completed: 6/4/73

4. Company's Name (I.D.)	5. Percent of work completed	6. Trade	7. Man-hours of Employment: Classification (see reverse)	a. Total	b. Negro	c. Span. Amer.	d. Amer.-Indian	e. Oriental	8. Percent minority manhours of total manhours	9. Total No. of minority Employees	10. Total Number of Employees
Gilmore Steel		Iron-workers	J	216		10	16		12.0%	2	6
			H								
			Ap								
			Tr								
			J								
			H								
			Ap								
			Tr								
			J								
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11. Company Official's Signature and Title: Arvo Annus
EEO Officer
Arvo Annus

12. Date Signed: 12/5/72

13. Telephone No.: 638-7526

OPTIONAL FORM
Revised April
As prescribed by the Dept. Labor (OFCC)

MONTHLY MANPOWER UTILIZATION REPORT

reverse for instructions)

To: *(Name and location of Compliance Agency)*

Environmental Protection Agency
Region X, 1200 Sixth Avenue
Seattle, Washington 98101

From: *(Name and location of prime contractor)*

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

1. Name of Project: Post Point Pollution Control Plant, Bellingham, Washington

2. Reporting Period *(mo. yr.)*: November 1972

3. Project: a. Number: WPC-WN-333; b. Percent Completed: ; c. Date Completed: -

4. Company's Name (I.D.)	5. Percent of work completed	6. Trade	7. Classification (see reverse)	Man hours of Employment a. Total	b. Negro	c. Span. Amer.	d. Amer. Indian	e. Oriental	8. Percent minority manhours of total manhours	9. Total No. of minority employees	10. Total Number of Employees
Valley Inland Pacific Constructors, Inc.		Carpenters	J	665.5					0	0	6
			H								
			Ap								
			Tr								
"		Laborers	J	402.5					0	0	5
			H								
			Ap								
			Tr								
"		Opr. Engrs.	J	378					0	0	5
			H								
			Ap								
			Tr								
"		Sup'r & Office	J	180.5					0	0	2
			H								
			Ap								
			Tr								
Northwest Mechanical, Inc.		Plbrs	J	136					0	0	1
			H								
			Ap								
			Tr								
Carmar Steel, Inc.		Iron-workers	J	204					0	0	6
			H								
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1 supervisor, 1 timekeeper
12-28-72

11. Company Official's Signature and Title: Arvo Annus, EEO Officer

12. Date Signed: 12/5/72

13. Telephone No.: 638-7526

Page 1 of 1

VIPCO

VALLEY INLAND PACIFIC
Constructors Inc.

P O BOX 96
WILSONVILLE, OREGON 97070
PHONE: (503) 638-7526

EMPLOYEES HIRED WITHIN THE LAST 90 DAYS
December 15, 1972

Employee's Name	Racial Indentif.	Job Classif.	Job	Wage Rate	Still Employed
Dominick Mustaffa		Lbr.	Bel.	5.35	Yes
Eddie Scarberry	Am.Ind.	Lbr.	Bor.	5.25	Yes
Mirl Lee Wilcox		Lbr.	Bor.	5.25	Yes
Wm.C. Avers		Opr.	Bel.	7.63	No
Harold Clover		Oiler	Bel.	6.77	Yes
Bruce Stratton		Opr.	Bel.	7.41	No
Wm. H. Welling		Opr.	Bel.	7.63	Yes
Frank Estes		Oiler	Bor.	6.49	No.
Don Hoskins		Opr.	Vanc.	7.79	Yes
Leroy Meyen		Opr.	Vanc.	7.79	No.
Jim Warehim		O r.	Vanc.	6.91	No
Luthor Banks	Negro	Cmt.Fin.	Vanc.	6.81	No
Joel Olson		Cmt.Fin.	Vanc.	6.81	Yes
Curtis Oliver		Cmt.Fin.	Vanc.	6.81	No.
Tommy Lytle		Cmt.Fin.	Vanc.	6.81	No
Earl Jeffrey		Cmt.Fin.	Vanc.	6.81	No.
Ronald Feil		Cmt.Fin.	Vanc.	6.81	No.
Wayne Watson		Oiler	Vanc.	6.35	No
Vern Peterson		Carp.	Vanc.	6.78	No
Eugene McCray		Carp.	VAnc.	6.78	No
David Clymer		Carp.	VAnc.	6.78	No.
Martin Crouse		Carp.	Vanc.	6.78	No
Arthur Korbe		Lbr.	Bor.	5.25	No
Alan Nunamaker		Lbr.	Bor.	5.40	No
Herbert Deer		Oiler	Bel.	6.77	No
JAhn Razevich		Lbr.	Bel.	5.10	No
Robert Hooser		Lbr.	Vanc.	5.25	No
Wm. Dujmavich		Lbr.	Bel.	5.10	No.
Wm. N. Bland		Carp.	Bel.	6.80	No
D.F. Duppenthaler		Carp.	Bel.	6.80	Yes
JOhn Lindquist		Carp.Frm.	Bel.	7.20	Yes
Glen R. Smith		Carp.	Bel.	6.80	Yes
James Williams		Carp.	Bel.	6.80	Yes
Wm. Campbell		Carp.	Vanc.	6.78	Yes
JOhn Plaggmier		Carp.App.	Bor.	4.41	Yes
Robert Parker		Carp.	Bor.	6.78	No
Kenneth Kanooth		Carp.App.	Banc.	6.44	No
Taylor Joyce		Carp.	Vanc.	6.78	No
Al Johnson		Carp.	Bor.	6.78	Yes
Jack House		Carp.	Vanc.	6.93	Yes
Glenn Griffin		Carp.	Vanc.	6.78	No
Walter Wagner		Carp.	Bor.	6.78	Yes
Walter Stafford		Carp.	Bor.	6.78	Yes
Michael Rebisch		Carp.	Vanc.	6.78	Yes
Richard J. Ballew	Am.Ind.	Lbr.	Bel.	5.35	Yes
Kenneth Bergquist		Tm.Kpr.	Bel.	3.00	Yes

$\frac{3}{47}$ = 6.5%

and hoist.
meter. (Adv.
(Adv. Dec.
equipment, gym
furniture. (Adv.
supports,
(Adv. Nov. 29.)
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parts. (Adv.
(Adv. Dec.
products. (Adv.
concrete.
portland cement.
(Adv. Dec.
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crushed rock, pit
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school
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... CITY OF WASHINGTON:
Dec. 12, cadaver trays and charts, canned foods/staple items (Adv. Nov. 24.)
Dec. 12, dictating, transcribing equipment; oak lumber; paint sprayer; balance; lab incubator; camera; water bath; fish. (Adv. Dec. 1.)
Dec. 13, offset printing and binding. (Adv. Nov. 17.)
Dec. 13, transducer, data coupler. (Adv. Dec. 8.)
Dec. 14, X-ray view box, electrostatic printer plotter. (Adv. Dec. 3.)
Dec. 14, refrigerators; fluorescent lighting; projection equipment; inorganic and organic chemicals; spectrophotometer. (Adv. Dec. 1.)
Dec. 15, miscellaneous medical and surgical items, calculators, white offset paper, paper, misc. furnishings. (Adv. Dec. 8.)
Dec. 19, furniture, microscope, oxygen analyzer, critical point drying apparatus, DuPont Hygrometer, pottery wheel, band saw; miscellaneous scientific equipment and supplies, medical counter, scientific equipment, tape cleaner tester, Scientific equipment, custodial paper and kick plates. (Adv. Dec. 8.)
Dec. 27, bioflow chamber, fraction collector; sonifier, dual column gas chromatograph. (Adv. Dec. 8.)
Jan. 23, hospital, administrative computer systems. (Adv. Nov. 7.)

... SCHOOL DIST.:
Dec. 11, boundary survey. (Adv. Nov. 29.)

O... COUNTY:
Dec. 14, metal culvert pipe. (Adv. Nov. 22.)

BELLEVUE SCHOOL DIST.:
Dec. 15, pickup trucks, micro-fiche reader-printers, horizontal camera's platemaker and light table. (Adv. Nov. 30.)

CITY OF RENTON:
Jan. 12, garbage, refuse and other waste collection and disposal. (Adv. Nov. 30.)

YAKIMA COUNTY
Dec. 15, various items of construction machinery. (Adv. Dec. 1.)

KING CO. FIRE DIST. 4:
Dec. 14, station wagon. (Adv. Nov. 17.)

METRO OF SEATTLE:
Dec. 12, printing, stuffing and mailing. (Adv. Nov. 30.)
Dec. 13, alum solution. (Adv. Dec. 1.)
Dec. 15, liquefied petroleum gas. (Adv. Dec. 6.)

KIT... COUNTY:
Dec. 28, gasoline, diesel oil, fuel oil, lubricating oil, tires. (Adv. Dec. 7)
Jan. 2, culvert pipe. (Adv. Dec. 7)

R. A. Hanson Co. export sales growth continues

Since receiving the President's "E" Award in 1968, the R. A. Hanson Co., Inc., Spokane, has made an outstanding increase in overseas sales. The company's export sales now account for a very considerable percentage of its total business and will exceed the industry average of exports to total sales for construction and earthmoving machinery.

R. A. Hanson, which manufactures pavers, trimmers, ditchers, trenchers and other custom designed automated construction machinery for canals, dams and highways, attributes its success to a creative and aggressive foreign marketing campaign.

The company has been quite ac-

Sub-Bids Requested

SUB-BIDS REQUESTED
For
70 UNIT... OLYMPIA, WASHINGTON, NO. WASH...
Plans located at The Plan Center, Seattle and Olympia
Bid Date: Anytime December 15, 1972
S & S CONTRACTORS, INC.
10424 N. E. 83th, Redmond, Wash. 98052 885-410...
We are an equal opportunity employer and we solicit minority sub-contractors bids.

SUB-BIDS REQUESTED
For
80-UNIT FAMILY HOUSING—TURNKEY.
(OREGON 2-23) Portland, Oregon
Sub-Bids requested by December 20, 1972
R. W. LOTTO, INC.
2722 Eastlake Ave., Seattle, Wash. 323-1...

SUB-BIDS REQUESTED
Project C-53033
Sewage Pump Stations and Telemetering System for City of Bellingham.
Bid December 12, 2 p. m., 1972
[illegible] CONSTRUCTION CO.
P. O. Box [illegible], Seattle WE. 2-...

SUB-BIDS REQUESTED
For
SEWAGE PUMP STATIONS & TELEMETERING SYSTEM, CITY OF BELLINGHAM
Bid Date: December 12, 1972, 2:00 p. m.
Valley Inland Pacific Constructors, Inc.
P. O. Box 9[illegible], Wilsonville, Oregon 97070 (503) 6...
We are an equal opportunity employer and solicit minority sub-contractor bids.

RECEIVED
JUN 15 1972

VALLEY INLAND PACIFIC
Constructors, Inc.
P.O. BOX 269
~~OREGON CITY, OREGON 97045~~
Wilsonville, Oregon 97070

ABOVE ORDER NO. MUST APPEAR ON ALL PAPERS AND PACKAGES RELATIVE TO THIS ORDER.

PURCHASE ORDER

WASHINGTON STATE TAX EXEMPT NO. C-600-030-526

☐ TAXABLE ☒ EXEMPT (RESALE)

TO Forest Grove Iron Works
P. O. Box 383
Forest Grove, Oregon

SHIP F.O.B. TO: Boring Road Interchange; Mt. Hood Highway; Clackamas County

DATE	SHIP	ROUTING	DATE REQUIRED	TERMS	REQUISITION NO.
6 / 7 / 72	F.O.B. JOBSITE	Best Way	As required	SEE BELOW	7201-11

PLEASE ENTER OUR ORDER FOR GOODS LISTED BELOW:

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
	THIS IS AN E.E.O. PROJECT		
	BORING ROAD INTERCHANGE O.S.H.D. Clackamas County Project No. 7706		
200	T-2 Barricade Upright		
	THIS MATERIAL TO BE IN ACCORDANCE WITH O.S.H.D. SPECIFICATIONS.		
	DELIVERY AS REQUIRED.		

Inv. Rec.
Purch. Ord. #
Code #
Job #
Price OK
Ordered By
Mat'l Rec. By
OK
Payment O.K. $

Ret to VIP

ACCEPTED:
BY:
DATE: 6/14/72

THIS ORDER IS SUBJECT TO THE APPROVAL OF THE SHOP DRAWING BY THE ENGINEERS (6 COPIES REQUIRED).

NO ASSIGNMENTS ACCEPTED EXCEPT BY WRITTEN PERMISSION.

TERMS -- 90% - 30 DAYS.
10% - 60 DAYS AFTER ACCEPTANCE AND DELIVERY OF THE OPERATING MANUALS AND PARTS LISTS.

RECEIVED BY	DATE	INVOICE NO. OR DATE	AMOUNT	FRT. BILL NO.	COMPANY	AMOUNT
	/ /					
	/ /					
	/ /					

PLEASE SEND 3 COPIES OF YOUR INVOICE WITH ORIGINAL BILL OF LADING

IMPORTANT
PLEASE NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO SHIP COMPLETE ORDER BY DATE SPECIFIED.

VALLEY INLAND PACIFIC
Constructors, Inc.

RECEIVED
DEC 14 1972
FOR FILING

1859

7706

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Valley Inland Pacific Constructors, Inc.
P.O. Box 96
Wilsonville, OR 97070

December 4, 1972

Attention: Arvo Annus,
EEO Engineer

Gentlemen:

Re: EEO Compliance Review
Boring Road Interchange
Mt. Hood Highway
F.A. Proj. No. EHS-F-156(22)
Contract No. 7706

This will confirm my telephone conversation with you this date regarding the rescheduling of the equal employment opportunity compliance review of your Organization.

This review will be held at 9:30 AM December 19, 1972 at your office in Wilsonville. The review will be conducted by the Oregon State Highway Division with representatives of the Federal Highway Administration in attendance.

The data previously submitted with my letter of July 14 will still be applicable except that the representative of each active subcontract will not have to attend this meeting. You are requested to have representatives from Osborn-Davis Construction, Inc. and Mercer Industries, Inc. Current employment statistics for each active subcontractor should be available, however. Monthly EEO report forms, PR-1391, for the workweek ending November 24, 1972 will suffice.

I am attaching additional copies of the Compliance Data Report No. 86 in order that you may furnish the latest information required. If you have any questions, please feel free to contact me.

Very truly yours,
George M. Baldwin
Administrator of Highways
By M. Glenn
M. D. Glenn
Construction EEO Engineer

MDG:fr
bc: Glen Green (2)
A. E. Johnson
Gene Huntley
L. W. Rulien
Rob Cameron
Attach.

RECEIVED
DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1972
FOR FILING

gen files

7706

Salem, Oregon
October 25, 1972

Time Certificate of Deposit
Valley Inland Pacific Constructors, Inc.
Contract No. 7706

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a time certificate of deposit in the amount of $62,827.33 from Valley Inland Pacific Constructors, Inc., in lieu of retainage on Contract No. 7706.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

fkn
Att.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 545

Received for Account of Valley Inland Pacific Constructors, Inc.

Date October 18, 1972

Address P.O. Box 96, Wilsonville, Oregon 97070

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Security Bank of Oregon, Head Office 5.50% Dated Oct. 3, 1972 Due Jan. 16, 1974	0454	1					62,827.33
							62,827.33

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7706 Boring Road Interchange

Authority Chapter 746 O.L. 1971

Countersigned by

~~Deputy~~ Cashier

Robert W. Straub

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

October [illegible], 1972

Valley [illegible] Inc.
Post Office Box [illegible]
Wilsonville, Oregon [illegible]

Attn: Frank [illegible]

Gentlemen:

Per instructions from the Department of Transportation, [illegible] Highway Division, [illegible] [illegible] dated [illegible], [illegible] in the amount of [illegible]. [illegible] of Deposit [illegible] H[illegible].

This Time Certificate of Deposit [illegible] State Highway, Contract No. [illegible].

Very truly yours,

ROBERT W. STRAUB, STATE TREASURER

By

[illegible], [illegible]

JC: kf
Encl.

cc: State Highway Division, Cecil Head

NOTED
C. W. HEAD

RECEIVED
OCT 19 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

RECEIVED
OCT 19 1972
FOR FILING

7706

October 13, 1972

Hon. Robert Straub
State Treasurer
State Capitol Building
Salem, Oregon 97310

Attention: Merle Crowe
Cashier

Dear Mr. Straub:

Attached for processing is a Time Certificate of Deposit TCD 0454 dated October 3, 1972, in the amount of $62,827.33 from Valley Inland Pacific Constructors, Inc., concerning their Contract 7706, Boring Road Interchange, Mt. Hood Highway.

As you will note from the attached correspondence, this was sent to our Resident Engineer R. R. Cameron.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn
Att.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

DATE: October 11, 1972 Region 1 - Milwaukie

To: C. W. Head
Secretary

FROM: L. W. Rulien
Regional Engineer
by: C. T. Flink

C. T. Flink
Regional Office Engineer

SUBJECT: Boring Rd. Intch. Section
Securities Transmitted by Contractor

Enclosed is a Certificate of Deposit No. TCD0454 and a letter of assignment to the State of Oregon by Valley Inland Pacific Constructors, Inc. This is presented to the State in lieu of the 5% retainage on Contract No. 7706. This was erroneously sent to the resident engineer, R. R. Cameron. We are sending this to your office for transmittal to the State Treasurer's office.

Your assistance in caring for this will be appreciated.

CTF/pb

cc: R. R. Cameron

RECEIVED
OCT 12 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

VIPCO

VALLEY INLAND PACIFIC
Constructors Inc.

P. O. BOX 96
WILSONVILLE, OREGON 97070
PHONE. (503) 638-7526

October 9, 1972

Oregon State Highway Department
7941 S. E. Johnson Creek Blvd.
Portland, Oregon 97206

Attention: Mr. R. R. Cameron
Resident Engineer

Reference: Boring Road Interchange
Mount Hood Highway
Contract No. 7706
Time Certificate of Deposit in Lieu of Retainage

Gentlemen:

Enclosed is Time Certificate of Deposit No. TCD 0454 dated October 3, 1972, in the amount of $62,827.33 (five per cent of $1,256,546.50). Also enclosed is Assignment of this Certificate of Deposit.

The Certificate and Assignment are presented to the State of Oregon in lieu of the five per cent (5%) retainage on our contract for the Boring Road Interchange, in accordance with Specification Section 109.

Please forward the enclosed to the proper State office, advising that we would appreciate written confirmation of their receipt and acknowledgement of same.

Very truly yours,

VALLEY INLAND PACIFIC CONSTRUCTORS, INC.

Frank M. Fritzie

Frank M. Fritzie

FMF/nd
Enclosures: 2

RECEIVED
OCT 10 1972
R. R. CAMERON
Resident Engineer

RECEIVED
OCT 10 1972
OREGON
STATE HIGHWAY COMMISSION

GENERAL CONSTRUCTION

6

VIPCO

VALLEY INLAND PACIFIC
Constructors Inc.

P. O. BOX 96
WILSONVILLE, OREGON 97070
PHONE: (503) 638-7528

ASSIGNMENT

The undersigned, for value received, does assign and transfer to the State of Oregon Preferred Savings Certificate Number TCD 0454 dated October 3, 1972, evidencing the deposit of funds in the name of Valley Inland Pacific Constructors, Inc. on the books kept by the Head Office, Security Bank of Oregon, of the city of Portland, as assignee, and the undersigned hereby constitutes and appoints the Head Office, Security Bank of Oregon, the true and lawful attorney of the undersigned irrevocably for and in the name of stead, of the undersigned, but to the use of the assignee to sell, assign, transfer and set over all or any part of the said certificate and all rights and interests represented thereby and for that purpose to make an exact or necessary account of assignment.

VALLEY INLAND PACIFIC CONSTRUCTORS, INC.

By
Frank M. Fritzie, President

This 9th day of October, 1972

Sworn to before me this
9th day of October, 1972

Notary Public

My commission expires:
July 14 74

RECEIVED
OCT 1[illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

GENERAL CONSTRUCTION

C

RECEIVED
SEP 27 1972
FOR FILING

7722

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 20, 1972

NOTED
A. E. JOHNSON

TO Al Harwood
Region 1 Construction Engineer

FROM R. W. Ellison R. W. Ellison
Bridge Administration Engineer

SUBJECT Boring Road Interchange
Mt. Hood Hwy.
Contract 7706
Sub-Standard Metal Reinforcement

Oregon's steel rolling mills have produced and Mercer Steel Company has supplied low strength metal reinforcement to the subject project. This reinforcement consists of No. 14 Bars rolled from Heat No. B3111.

Some of the vertical column bars which were incorporated in the pour of the left footing for Bent 3 of the subject project are from this heat. The inside cage of bars for the left column consists of eighteen No. 14 Bars of which eight are from the bad heat.

The attached sketch indicates two alternates for remedying this situation. Alternate No. 1 would add twelve bars to the inside cage. These bars should bear directly on the top of the footing and extend to the same height as the other inside cage bars. Since we are unable to identify the location of the sub-standard bars, twelve additional bars are required to take care of any possible arrangement of the sub-standard bars.

Alternate No. 2 is the removal and replacement of the footing and the column steel with materials meeting design specifications. Any alternate proposed by the contractor will be considered by this office.

All costs involved in correcting this proposal shall be borne by the contractor or his supplier.

Please check all other bridge projects under your jurisdiction to determine if metal reinforcement from the sub-standard heat has been included in other structures.

RWE/ag Attach.
cc ~~A. E. Johnson~~
R. Cotton w/attach.
J. Jenkins
L. L. Wallace
R. J. Wright
H. A. Schell-FHWA w/attach.

RECEIVED
SEP 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7706

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 28, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-F-156(22)
Boring Road Interchange
On-The-Job Training Program

CM Cont 9-1-72

The contractor's proposed programs submitted by Mr. Johnson's August 23 letter provided for a labor trainee and a carpenter apprentice. These training programs meet the requirements of FHWA Order Interim 7-2(2) and I concur in the acceptance of the proposed training programs.

9-1-72
AL

RECEIVED
STATE HWY ENGR
AUG 29'72
REFER TO

FOR

Info	Inves	R/D	DIR	Sign	Act	File

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

7706

August 23, 1972

TO Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
Gene Huntley (enc.)

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Boring Road Interchange
P.A. Project EHS-F-156(22)
Contract No. 7706
On-The-Job Training

The subject contract was awarded on April 28, 1972 to Valley Inland Pacific Constructors, Inc. of Wilsonville, Oregon. The contractor is to provide two trainees under the EEO Special Provisions for on-the-job training, FHWA Order Interim 7-2(2).

At the preconstruction conference held on May 9, the contractor advised that trainees would be provided in the Carpenter and Laborer crafts. Verbal approval of the selection of these crafts was given at that time.

The Carpenter trainee is to be provided in accordance with the existing approved State Apprenticeship and Training Councils Program.

The Laborer training is to be provided by Osburn & Davis Construction, subcontractor, and their proposed program was submitted May 25. This program was not approved, as it failed to establish the minimum length of training to be provided in each area of training.

A revised Laborers' training program has been since submitted showing the required length and type of training to be provided. We believe the contractor's proposed program now meets with the required standards and goals of FHWA Order Interim 7-2(2) and request your concurrence in our approval of it.

Attachment

MDG:fr ja

RECEIVED
JUL 1 3 1972
R. R. CAMERON
Resident Engineer

OSBURN & DAVIS CONSTRUCTION CO.
Route 1, Box 340
Troutdale, Oregon
97060

RECEIVED
JUL 1 0 1972

July 6, 1972

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

Routing
Keasey
Cond
Walker
Johnson
RECEIVED
JUL 27 1972
CONSTRUCTION SECTION
Pease E
Glenn
Litchfield
Berg

Attention: Arvo Annus
EEO Officer

Reference: Boring Road Interchange
F.A. Project EHS-F-156(22)
Contract No. 7706
On-The-Job-Training

Gentlemen:

We intend to train the labor trainee on three phases of the work. At all times he will be supervised by our Foreman, George Hackett. He will be working with other experienced laborers during his trianing period.

Approximate training time: 600 hours or 15 weeks.

1. Orientation & Observation	8 hours
2. Flagging Operation:	
Safety Proceedure	8 hours
Traffic Observation	4 hours
Flagging	40 hours
3. Pipe Laying:	
Safety Proceedure	4 hours
Ditch preparation and handling of material	40 hours
Working with experienced pipe layers	226 hours
4. Grade checking, setting & chasing stakes:	
Observation and Safety proceedure	8 hours
Working with experienced men	262 hours
	600 hours

Very truly yours
OSBURN & DAVIS CONSTRUCTION CO.

Donald G. Osbr

DONALD G. OSBURN
President
DGO/ml

VIPCO

VALLEY INLAND PACIFIC
Constructors Inc.

P. O. Box 96
Wilsonville, Oregon

RECEIVED
MAY 19 1972
R. R. CAMERON
Resident Engineer

May 16, 1972

Oregon State Highway Department
7941 S. E. Johnson Creek Blvd.
Portland, Oregon

Attention: Mr. R. R. Cameron
Resident Engineer

Reference: Boring Road Interchange
Contract No. 7706
On-the-Job Training

Gentlemen:

In our effort to comply with the special provisions pertaining to On-the-Job Training, we intend to adopt the Apprenticeship Training Program offered by the United Brotherhood of Carpenters and Joiners of America.

The training program will encompass approximately 600 hours of on-the-job supervised training.

Very truly yours,

VALLEY INLAND PACIFIC CONSTRUCTORS, INC.

Frank M Fritzie

Frank M. Fritzie
President

FMF/nd

GENERAL CONSTRUCTION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7706

Valley Inland Pacific Constructors, Inc.
P.O. Box 96
Wilsonville, OR 97070

August 22, 1972

Attention: Arvo Annus
EEO Officer

Gentlemen:

Re: Boring Road Interchange
F.A. Proj. No. EHS-F-156(22)
Contract No. 7706
On-The-Job Training

The revised Laborer training program submitted by your subcontractor, Osburn & Davis Construction Company, has been reviewed and is acceptable to the Oregon State Highway Division.

This program is being submitted to the Federal Highway Administration for their approval and you will be notified of their findings.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen Green
A. E. Johnson
Gene Huntley
L. W. Rulien with att.
R. R. Cameron with att.

RECEIVED
AUG 22 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1972
FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Valley Inland Pacific Constructors Inc.
P.O. Box 96
Wilsonville, OR 97070

August 7, 1972

Attn: Arvo Annus, EEO Officer

NOTED
A. E. JOHNSON

Gentlemen:

Re: EEO Compliance Review
Boring Road Interchange
Mt. Hood Highway
F.A. Proj. No. EHS-F-156(22)
Contract No. 7706

To confirm my conversation with you this date regarding the rescheduling of the Equal Employment Opportunity compliance review of your Organization, the review will be conducted by the Federal Highway Administration at 1:30 P.M. August 15, 1972 at your office in Wilsonville. The data previously submitted with my letter of July 14 will still be applicable.

If you have any questions, please contact me immediately.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen Green (2 copies)
A. E. Johnson
Gene Huntley
L. W. Rulien
Rob Cameron

RECEIVED
AUG 8 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

S

Form FHWA-121 ([illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 31, 1972

In reply refer to: 10-35.7

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

1106

FROM : for Mathews
G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston-Shady
File 45097

Oregon Project F-156(21)
Boring Road
Files 46317 and 46327

In response to our letter of July 24, 1972, copies of salvage value appraisals have been provided for our records. The data provided satisfactory answers to our letter.

NOTED
F. B. KLABOE

8-3-72
Hunter

RECEIVED
AUG 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

11-06

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 24, 1972

In reply refer to: 10-35.7/411.9

FROM : for G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-29(19)
Winston - Shady
(File 45097)

Project F-156(21)
Boring Road
(Files 46317, 46326, and 46327)

A review of property management procedures concerning estimates of salvage value of improvements tends to indicate that salvage estimates have not been reviewed or signed by the Property Manager in accordance with your approved Policies and Procedures (Section 10.37 of the Right of Way Manual). Your comments are requested.

If the procedure for reviewing salvage estimates by the Property Manager results in a delay in negotiations, the State may wish to consider developing alternate procedures to provide the required review.

7-25-72

RECEIVED
JUL 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FBL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 20 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7706

Valley Inland Pacific Constructors Inc.
P.O. Box 96
Wilsonville, OR 97070

July 17, 1972

Attn: Arvo Annus, EEO Officer

NOTED
A. E. JOHNSON

Gentlemen:

Re: Boring Road Interchange
Mt. Hood Highway
F.A. Proj. No. EHS-F-156(22)
Contract No. 7706

The Equal Employment Opportunity Compliance Review on the subject project scheduled for July 28, 1972 has been postponed.

It will be rescheduled later and you will be advised of the date and time.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M. D. Glenn FR

M. D. Glenn
Construction EEO Engineer

fr

bc: Glen Green
A. E. Johnson
Gene Huntley
L. W. Rullen
Rob Cameron

RECEIVED
JUL 18 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
U JUL 20 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 14, 1972

Valley Inland Pacific Constructors Inc.
P.O. Box 96
Wilsonville, OR 97070

Attn: Arvo Annus, EEO Officer

NOTED
A. E. JOHNSON

Gentlemen:

Re: EEO Compliance Review
Boring Road Interchange
Mt. Hood Highway
F.A. Proj. No. EHS-F-156(22)
Contract No. 7706

To confirm my recent conversation with Mr. Fritzie, an Equal Employment Opportunity compliance review of your Organization will be conducted by the Federal Highway Administration. The date is July 28 at 1:30 P.M. at your office in Wilsonville.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of active subcontractors who have authority to deal with compliance matters should also attend. Representatives from the State Highway Division and Federal Highway Administration will attend this review.

In order to conserve time and facilitate discussions, you should have the following information available prior to the review:

1. Copies of all labor agreements.

2. List of all subcontractors including suppliers.

3. Employment statistics for a current (within past 30 days) workweek compiled separately for the home office and for each job site. This information should indicate racial designations.

RECEIVED
JUL 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. A listing of all employees hired within the last 90 days showing:
    (a) Employee's name
    (b) Racial identification
    (c) Job classification and craft
    (d) Wage rate paid

5. One completed copy of the enclosed Compliance Data Report.

For your information, I am attaching a copy of Instructional Memorandum 40-2-72, Interim Construction Contract Equal Opportunity Compliance Procedures.

If you have any questions, please feel free to contact me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M D Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Enclosures

bc: Glen Green (2 copies)
A. E. Johnson
Gene Huntley
L. W. Rullen
Rob Cameron

7-7-72

7-66

PER LRW MIL 9 7-7-72 10-07AM

L E GEORGE

COPY TOM EDWARDS
L W RULIEN

THE STATE POLICE COVERED AN ACCIDENT AT THE BORING ROAD INTERSECTION WITH THE MT HOOD HIGHWAY JUNE 18, 1972. THE ACCIDENT INVOLVED A VEHICLE MAKING A LEFT TURN FROM THE BORING LEG OF THE INTERSECTION AND SIDESWIPED A VEHICLE BEING TOWED BY ANOTHER VEHICLE. THERE WERE NO INJURIES. THIS WAS AT 8-30 PM. THE DRIVER OF THE TURNING VEHICLE WAS ISSUED A CITATION FOR AN IMPROPER TURN.

THIS COVERS THROUGH 7-1-72.

R W FAILMEZGER

BJD04.$\frac{3}{4}$4$\frac{3}{4}$4.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

1766

NOTED
A. E. [illegible]

June 26, 1972

Valley Inland Pacific Constructors, Inc.
P.O. Box 96
Wilsonville, OR 97070

Attention: Arvo Annus
EEO Officer

Re: Boring Road Interchange
F.A. Proj. EHS-F-156(22)
Contract No. 7706
On-The-Job Training

Gentlemen:

The Laborer training program submitted by your subcontractor, Osburn & Davis Construction Company, is not acceptable to the Oregon State Highway Division.

Paragraph 2, on page (b) of the Special Provisions relating to on-the-job training states that the minimum length and type of training will be established in each training program. The percentage of time worked for each type of training as shown in the proposed program would be acceptable providing the minimum overall length of time that training will be provided was shown. As presented, however, it cannot be determined whether the training period is to be for 200 hours or 1,000 hours. For your guidance in preparing an acceptable program, I am attaching a copy of the Pipe Layer Training Program prepared by the American Road Builders Association. Please submit a revised Laborer training program at your earliest convenience.

The training program for the Carpenters Apprentice to be provided by your Corporation is hereby approved.

Should you have any questions regarding the Laborer training program, please feel free to contact me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
Construction EEO Engineer

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

MDG:fr
Enclosure

bc: Glen Green
A. E. Johnson
Gene Huntley
L. W. Rulien w/att.
R. R. Cameron w/att.

Form E-123

RECEIVED
JUN 27 1972

FOR FILING

7706

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 26, 1972**

TO
Glen L. Green, Acting
~~R. E. Simpson~~ Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. EHS-F-156(22)

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
R. D. ASBURRY
by
L. H. Young
Programing Engineer

SUBJECT **Request; Change Order Approval**

Contract 7706 **Extra Work Order No.** 2

Project Boring Road Interchange

Highway Mount Hood

County Clackamas

This order covers the cost to seal abandoned wells located within the highway right-of-way. State law requires that all wells that have been abandoned be sealed with concrete to prevent contamination of subsurface water supplies.

Copies of the cost justification for doing this work are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer June 14, 1972.

Your approval as of June 14, 1972 is requested.

Attachments

BMW:kds

PER LWR MIL 23 6-15-72 10-15 AM

L E GEORGE

NOTED
F. B. KLABOE

CC TOM EDWARDS
L W RULIEN

THE STATE POLICE COVERED AN ACCIDENT AT THE BORING ROAD INTERSECTION WITH THE MT. HOOD HIGHWAY JUNE 7, 1972. THE ACCIDENT WAS A LEFT TURN FROM THE WEST LEG OF US26 TO THE NORTH LEG OF BORING ROAD. THERE WERE NO INJURIES. THIS WAS AT 8-05 AM. LEFT TURN DRIVER WAS 64 YEARS OLD AND ISSUED A CITATION FOR NOT YIELDING RIGHT OF WAY.

THIS COVERS THROUGH JUNE 14, 1972.

RON FAILMEZGER

NOTED
TOM EDWARDS

BJD04.¾4¾4.

RECEIVED
JUN 13 '72
FOR FILING
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310 Phone 378-6511

June 5, 1972

Boring Water District No. 24
P. O. Box 66
Boring, Oregon 97009

ATTENTION: Mr. Kenneth Moon
Manager

Re: Water Service Relocation
Boring Road Interchange Section
Mt. Hood Highway
Clackamas County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 19, 1972, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of May 18, 1972.

Reimbursement for the work performed on and subsequent to May 18, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

NOTED
A. E. JOHNSON

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher w/attach (2)
V. E. Skoog "
L. W. Rulien " (2)
R. R. Cameron "
M. W. Stovall "
R. H. Rumbolz "

Note to L. W. Rulien: Please have a State Force Order prepared and submitted for this work. Prefix No. 3-1019. Return one copy of Est. and sketch with SFO.

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

File

COPY

FOR FILING

Form PR-33A
(REV. 3-68)

CC: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CST

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No. 10	Report No. 1	County Clackamas	Division Oregon
Date of Inspection 6/1/72	Inspection Made By . D. O'Neil, Asst Area Engr		Project No. RHS-F-156(22)

In Company With
R. Cameron, Res Engr, OSHD; Crawford Jencks, Highway Engineer Trainee

Location
On US 26, 4 miles northeast of Sandy, Oregon.

COPY SENT
JUN 20 1972
REGIONAL OFFICE

Contractor Name and Address
Valley Inland Pacific Contractors Inc., Willsonville, Oregon

Award Date April 28, 1972	Contract Amount $1,256,546.56	Time Allowed 420 days	Time Started May 10, 1972	Work Started May 11, 1972
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 5 %	Work Completed 1%	

Roadbed (Width) *(Feet O. to O. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Asphaltic Concrete	6201	0.89	10"	10"	44'	Prestressed girder	X781	349'

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

6-22-72
Johnson
cy Young

NOTED
F. B. KOBOE

BORING ROAD INTERCHANGE
MT. HOOD HIGHWAY
Grading, Paving, Structure and Signing

This project provides for grading, drainage, and high type pavement for on and offramps and the construction of an undercrossing structure. Also provided in the contract is the installation of the necessary traffic signs and construction of a 24-foot frontage road between Boring Road and Epperson Road.

The contractor has just started his work. He was stripping and stockpiling topsoil. He had started his grading on the detour.

It does not appear that we will have a utility conflict on this project because the power company is already installing their poles and transferring their lines over. The gas company has started to move its line. As of yet the telephone company has not moved in. They will move their lines when the power company completes their utility moves.

This project calls for two trainees under the training special provision. The contractor has indicated he would like to train one carpenter apprentice and one laborer trainee. The contractor has not submitted his labor training program to date. He has sent a letter to the resident indicating his EEO policy and appointing an EEO officer; however, this letter was not posted at the project

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

(more)

site. The resident indicated that he would inform the contractor of the requirement.

Price Agreement #1 is forthcoming to document the change in shoulder rock size from 1" minus to 3/4" minus. Approval of this price agreement is recommended.

RECEIVED
MAY 30 1972
FOR FILING

7764

. PRM

LRW PER MIL 57 XXXXXXX 5-24-72 140PM

L E GEORGE

CC TOM EDWARDS
L W RULIEN

STATE POLICE REPORT NO ADDITIONAL ACCIDENTS AT THE BORING-EPPERSON ROAD INTERSECTION WITH MT HOOD HWY. THIS COVERS THRU 5-22-72. THIS INTERCHANGE IS NOW UNDER CONSTRUCTION. PLEASE ADVISE IF YOU NEED A CONTINUING REPORT ON ACCIDENTS.

RON FAILMEZGER
CR [illegible]4. 94.

NOTED
TOM EDWARDS

RECEIVED
MAY 11 1972
FOR FILING

7706

May 10, 1972

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7706 for work on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
R. Cameron

RECEIVED
MAY 11 [illegible]
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7706

Valley Inland Pacific Constructors, Inc.
P.O. Box 96
Wilsonville, OR

May 9, 1972

Attn: Arvo Annus,
EEO Officer

Gentlemen:

NOTED
A. E. JOHNSON

Re: Boring Road Interchange
F.A. Proj. EHS-F-156(22)
Contract No. 7706
On-The-Job Training

This is to confirm my verbal approval of the crafts in which you propose to provide trainees on the subject project. At the preconstruction conference held this date, you proposed to provide a Carpenter Apprentice and a Laborer trainee. The Laborer is to be provided by your subcontractor, Osborn & Davis Construction, Inc. We will not need a detailed program for the Carpenter Apprentice, providing he is to be trained in accordance with the current State of Oregon Apprenticeship and Training Council standards. We will, however, need the approximate length of training which you plan to provide.

We will require a detailed program for the Laborer trainee showing the length and type of training to be provided for him. As per my notification at this meeting, this training plan should be submitted at least one month prior to the time they are to start work. As your proposed plan indicates this Laborer trainee will start work in June, 1972, we request that the program for him be submitted to this office for approval no later than May 26, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
EEO Engineer

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

MDG:fr

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
Al Harwood
Rob Cameron

Form E-123

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• 04.

LRW PER MIL 7 5-4-72 1011AM

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

L E GEORGE

CC TOM EDWARDS
L W RULIEN

STATE POLICE REPORT NO ADDITIONAL ACCIDENTS AT THE BORING-EPPERSON ROAD INTERSECTION WITH MT HOOD HIGHWAY. THIS COVERS THRU 5-3-72.

RON FAILMEZGER
CR ¾4. 04.

RECEIVED
MAY 8 1972
FOR FILING

7706

Files

VALLEY INLAND PACIFIC, INC.
P. O. Box 26
Oregon City, Oregon 97045

LETTER OF TRANSMITTAL

DATE 5/3/72	JOB NO. 7201
ATTENTION Floyd. Overy	
RE: Boring Road Interchange ConTracT No 7706	

TO Oregon STaTe Highway Division
HighWay Building
Salem, Ore 97310

GENTLEMEN:

WE ARE SENDING YOU ☐ Attached ☐ Under separate cover via ______ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications

☐ Copy of letter ☐ Change order ☑ ConTracT

COPIES	DATE	NO.	DESCRIPTION
2	April 20/72		ConTracT for ConsTrucTion

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ______ copies for approval

☑ For your use ☐ Approved as noted ☐ Submit ______ copies for distribution

☐ As requested ☐ Returned for corrections ☐ Return ______ corrected prints

☐ For review and comment ☐ ______

☐ FOR BIDS DUE ______ 19 ______ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS ______

COPY TO ______

SIGNED: Frank M Fritzke

If enclosures are not as noted, kindly notify us at once.

RECEIVED
MAY 1 - 1972

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7706

DATE May 1, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of April 28, 1972 is requested in the award of contract for the Boring Road Interchange Section, Project No. EHS-F-156(22).

The contractor receiving the award is Valley Inland Pacific Constructors, Inc., in the amount of $1,256,546.50, with Contract No. 7706 assigned. This bid was received on March 30, 1972 and awarded on April 28, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed with conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date ______________________________

I concur in the award.

____
R. E. Simpson, Division Engineer

DAR:dg

C

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
R. Cameron
Don Trout
William Geibel (SAIF)

7706

April 28, 1972

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

Gentlemen:

The State Highway Commission on April 4, 1972, accepted your proposal for work on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County and referred it to the Administrator of Highways with authority to award the contract as soon as the necessary right of way is acquired and approval of the Federal Highway Administration is received.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7706.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar workday count on this contract will begin May 10, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
APR 24 1972

7706

LRW PER MIL 40 4-21-72 9-30

L E GEORGE

CC TOM EDWARDS
L W RULIEN

STATE POLICE REPORT NO ADDITIONAL ACCIDENTS AT THE BORING - EPPERSON ROAD INTERSECTION WITH MT HOOD HIGHWAY. THIS COVERS THRU 4-20-72.

RON W FAILMEZGER

SDL¾4.04.

NOTED
F. B. KLABOE

RECEIVED
APR 5 - 1972
FOR FILING

7706

April 4, 1972

Valley Inland Pacific Constructors, Inc.
P. O. Box 96
Wilsonville, Oregon 97070

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $1,256,546.50 on the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County.

You are reminded of the requirements included in the EEO Special Provisions for On-The-Job Training . The fourth paragraph of the Special Provision requires that you must receive approval of . . . .the number of trainees to be trained in each selected classification . . . ." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the necessary right of way is acquired and approval of the Federal Highway Administration is received. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
R. Cameron
Don Trout

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

March 31, 1972
Salem, Oregon

SUBJECT: Boring Road Interchange Project
Contract No. 7706
Footpaths and Bicycle Routes

To: Mr. C. T. Keasey
Construction Engineer

BUILDING

NOTED
F. B. KLABOE

The following items are chargeable to footpaths and bicycle trails on the subject project:

Item No.	Item	Unit	Quantity	Contract Price	Total
13	Coarse Aggregate Base	Ton	290	$ 4.50	$ 1,305.00
14	Class "B" Asphalt Concrete Mixture	Ton	43	7.00	301.00
15	Asphalt Cement in Mixture	Ton	3	35.00	105.00
43 thru 65 Incl.	Structure Items		13.4%*	$418,720	56,108.48
					$57,819.48

* Percent of sidewalk area to total area of structure.

Frank L. Hall

Frank L. Hall
Design Engineer

CGS:jh
cc: F. B. Klaboe
V. E. Skoog
C. G. Swenson
L. H. Young

RECEIVED
APR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. EHS-F-156(22)

STATE PROJECT NO. BORING ROAD INTERCHANGE

~~COUNTY NAME~~

PROGRAM NO.

ITEM NO. P-510

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

NOTED
F. B. KLABOE

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO: 1764

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

3-24-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 8, 1972	MARCH 8, 1972	PRIMARY ROUTE 24
		STATE ROUTE NUMBER MT. HOOD HIGHWAY ROUTE 26

GENERAL LOCATION:
EAST OF PORTLAND NEAR SANDY

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $3,000 – TEMPORARY EROSION CONTROL IN AMOUNT OF $1,000 AND ON THE JOB TRAINING IN AMOUNT OF $1,600 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)* CONTRACTOR'S FLAGGING $3,000.00
TEMPORARY EROSION CONTROL $1,000.00
ON THE JOB TRAINING $1,600.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MARCH 6, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-22-72		for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

FOR FIL

7706

Form FHWA-121 (12-67)
UNITED STATES GO ERNMENT

Memorandum

U.S. D ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 8, 1972

In reply refer to: 10-35-FA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS F-156(22)
Boring Road Interchange Section
Contractor's Access to Right of Way

As requested in Mr. Young's March 6, 1972 letter the above subject has been carefully reviewed and it has been determined as provided in Paragraph 10 of PPM 21-6.3 to be in the public interest to proceed with the project although all of the Right of Way will not be available to the contractor at the time of the award of the contract. One Parcel File No. 46325 will not be available until April 15, 1972.

3-15-72

Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Gen. File

7766

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972.

I-5-4(72)215	Route I-5 Motor Service Signing
I-5-5(56)262	Route I-5 Motor Service Signing
EHS-F-156(22)	Boring Road Interchange Section
EHS-T-5005(4)	Hill St. at Portland Ave. Bend Section
EHS-T-5001(2)	Vine St.-Ferry St. (Albany) Section
EHS-T-5023(3)	SW 3rd Ave.-SW 4th Ave. (Ontario) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1067 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Programing Engineer

Attachment

DAR:dg

RECEIVED

FOR FILING

7706

March 6, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Boring Road Interchange Section
Project No. EHS-F-156(22)

Dear Sir:

We hereby request the requirements of paragraph 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the abovementioned project.

There is one property involved in this right-of-way restriction located on Boring County Road west of Station 531 along the Mt. Hood Highway.

The property is clear except that the owner has been given until April 15, 1972, to remove the house from the right-of-way. We should be ready to award the contract on April 5th, making an overall delay to the project of 10 days because of this file. A minimal delay of this length in time, will have no effect on the contractors work plan or the completion of the project within his alloted time, therefore, we feel it is in the public interest to receive bids for this project on March 30, 1972, as planned.

The attached sketch maps delineate the restricted right-of-way outlined in red and the contract plans will contain a sketch showing the area and dates that the contractor will be required to remain off the property. The contract specifications will contain the restrictive clause required in paragraph 6e of PPM 21-6.3, that the area shown will not be available for the contractor's use until after April 15, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Att.

DAR:alc

cc: Ed Hunter
John Oakes
F. L. Hall
C. G. Swenson
R. N. Chase

TRANSACTION NUMBER 2-51

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S JANUARY 27

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. ________ THRU ________

STAGE 2
ITEM NOS. 510 THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					LOCATION
510	EHS-F-156(22)	0.0	1,650,000	1,048,000	BORING ROAD INTERCHANGE

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TYPE
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2-10-72

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OFFICE OF
STATE HIGHWAY ENGINEER

EMARKS (Division)

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2-15-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 2-10-72	SIGNATURE AND TITLE FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any
tion on the part of the Federal Government to provide Federal funds for the undertaking.

UMBER 2-51

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

QUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-10-72

BY (Signature): Mr. Young's January 27, 1972 letter

TITLE: Programing Engineer

EDERAL FUNDS
☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 2
ITEM NOS. 510 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
			LOCATION	**WORK**
0.0	1,650,000	1,048,000	Boring Road Interchange	Grade, Drain, High Type Pavement and one undercrossing structure to provide a complete interchange.

[illegible]
CE OF
[illegible]

NOTED
[illegible]

2-15-72
REFERRED TO
Young
BY DEPU STATE HIGHWAY ENG.

RECOMMENDED
URE AND TITLE

DATE 2-10-72

APPROVED
SIGNATURE AND TITLE
For: Division Engineer

rization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
Government to provide Federal funds for the undertaking.

GPO 927-954

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FOR FILI

7706

January 27, 1972

Executive Department
Federal Aid Coordination Unit
Room 302, Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-aid funding of the following Primary Project:

Item No.	Project No.	Name
510	EHS-F-156(22)	Boring Road Interchange #71.0068

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

JG:bb
Enc.

cc: R. N. Chase
B. L. Gifford

RECEIVED
JAN 31 1972
FOR FILING

7706

January 27, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one project, Item No. 510, Project No. EHS-F-156(22), "Boring Road Interchange", which we desire to have included in the Federal-aid Primary Highway Program.

It is our intention to receive bids for this project on March 30, 1972.

This project qualifies as an "EHS" project since it falls under category "Emergency Highway Safety Project", Section (e), of IM 30-5-71 based on the following:

(A) During the period from January 1, 1967 through December 31, 1968, and for eight months of 1969, the accident rate for this section of highway was 3.96 accidents per million vehicle miles. This compares with the statewide rate for similar types of highways of 2.24 accidents per million vehicle miles.

(B) Ten accidents occurred within the existing at-grade crossing complex during the year of 1970. Copies of the accident analysis collision diagrams covering this period were forwarded previously as attachments to the "Final Environmental Impact Statement" for this project. The project will eliminate the present traffic conflicts and at-grade intersection type accidents.

The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 have been fulfilled for this project and documentation which attest to this fact have been forwarded under previous correspondence and accepted by FHWA.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

JG:bb
Enclosures

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61) 1-27-72	**FEDERAL-AID** (PPM
DATE SUBMITTED TO W.O.		

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 26 4 Mi. N.E. of Sandy 21 65	**ADT**	PRESENT 8,500	FUTURE 18,300 (66) (70)	YE 9 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr., Dr., High-Type Pave. & 1 Str. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AU (74)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL-A 24

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT: TOTAL ESTIMATED COST	ESTIMATED PROJECT: FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 26 4 Mi. N.E. of Sandy (at Jct. with State Route 212).			
5					**ROW**		"Boring Road Intchge."			
5					**CONST** (CODE) (Safety)			0.0	1,650,000	1,048,000

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	1,650,000	1,048,000
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

1-27-72

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

65	**ADT**	PRESENT 8,500	FUTURE 18,300 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 510 (14) (18)

ROUTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS-F- 14 23	NUMBER 156 7	SEQ. NO. (22) 13	I. Projects Only POST MI. DESIG. (24) (26) 27

COUNTY NAME Clackamas	CODE 005 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. P	FEDERAL-AID 24 (32)	STATE 26 (36)	U.S. 26 (37) (41)

ESTIMATED PROJECT COST BY PHASES

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
N.E. of with). ntchge."	0.0	1,650,000	1,048,000	602,000		Gr., dr., H.T. pave. ramps & leg (Boring Rd.) & const. u'xing str. (length 349', HC 48' with 8' walk) to provide complete intchge. Install necessary traffic signs. Const. 24' frontage rd. ROW-180' min.; Access Control-full; Parking Restrictions-complete.
PROJECT TOTALS	0.0 (16)	1,650,000 (23)	1,048,000 (24) (33)	602,000		

REMARKS

Additional Data: Items 373, 398 & 500; Projects F-156(14), (15) & (21), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

BORING ROAD INTERCHANGE

REMARKS - Continued

Project Data: The project consists of grading and draining high-type pavement of "ON" and "OFF" ramps and Boring Road plus the construction of one undercrossing structure (described below under "Structure") to provide a complete interchange, installation of necessary traffic signs, construction of 24' frontage road between Boring Rd. and Epperson Rd. and installation of necessary structure column protection in median area of main roadway.

NOTE: Illumination and landscaping will be done under separate projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1 and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under separate projects.

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

This project qualifies as an "EHS" project since it falls under category "Emergency Highway Safety Project", Section (e), of IM 30-5-71.

During the period from January 1, 1967 through December 31, 1968, and for eight months of 1969, the accident rate for this section of highway was 3.96 accidents per million vehicle miles. This compares with the statewide rate for similar types of highways of 2.24 accidents per million vehicle miles. This project will eliminate the present traffic conflicts and at-grade intersection-type accidents.

Roadw

Struc
beam:
side

Publi
quire
submit

Design
1971.

Enviro
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antici

Clearin

Roadway: (Existing) Type Code 6201.

Structure: Br. No. 13492; Hwy. under hwy.; prestressed beam; length 349'; H.C. 48'; 8' walk/bikeway on southerly side (Type Code X781, est. cost: $550,000).

Public Hearing: Held March 2, 1971. Certification as required by Section 128, "Public Hearings" of Title 23, U.S.C. submitted May 14, 1971.

Design Approval: Granted by FHWA in memorandum of July 30, 1971.

Environmental Statement: FHWA memorandum of July 30, 1971 stated that the "Final Environmental Impact Statement" has been found by the Washington office to adequately cover the anticipated environmental impacts.

Clearinghouse Approval:

a. State . . . . March 15, 1971
b. District 2 (CRAG) . . . April 21, 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 26, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

I-205 - Boring Road
Clackamas Highway FAS 129
Clackamas County, Oregon

This negative declaration is to accompany our request for approval of Federal-aid Secondary Highway Project No. S-271(-).

LOCATION AND DESCRIPTION OF PROJECT The proposed project is to reconstruct a 3.2-mile section of the Clackamas Highway between 82nd Drive and Boring Road Junction. The proposed reconstruction will provide four 12-foot travel lanes, 10-foot paved shoulders and a 16-foot median for left-turn movements.

The area between 82nd Drive and Sieben Lane is a mixture of urban and rural land use consisting of single-family residential, mobile home courts, small farm and industrial plants. Residential homes are for the most part older, showing the ravages of time and neglect. Except for the three mobile home courts, new housing construction has been limited. At the present time industrial development is concentrated at the westerly end of the project near rail transportation facilities. However a spur line, approximately a quarter-mile south of the highway and extending eastward, is under construction and land has been cleared for industrial development in areas as far east as Haberlach Road.

PURPOSE OF PROJECT The purpose of this project is to provide a transportation facility compatible with the needs of a growing industrial area along with an increasing amount of year-round traffic attracted by the Clackamas River and the Mt. Hood recreation areas.

NOTED
TOM EDWARDS

DISCUSSION OF ENVIRONMENTAL IMPACTS

This reconstruction will require additional right-of-way for widening and minor realignment. Grades would be adjusted to utilize existing drainage patterns. Access control will be considered where necessary to reduce traffic hazards. Approximately 20 single family homes and a grocery store will be removed as a result of right-of-way acquisition. Two small businesses will be damaged by loss of parking area and impaired access. The three mobile home courts will not be directly affected by right-of-way acquisition.

Within the section from 82nd Drive to Sieben Lane the area is zoned for light industry. Industrial development within the area has not reached its full potential. Some tracts have been committed for industrial construction contingent upon the completion of sanitary sewers now under construction. East of Sieben Lane the area is zoned R. A. 1 (single family residence-agriculture - 1-acre minimum lot size).

Bank protection is required along the Clackamas River in an area east of Sieben Lane where the river is nearest the highway. Extensive damage to the bank occurred during the 1964-1965 flooding, and erosion has continued since that time. At the present time there is a guard rail at the top of the riverbank for traffic safety. Bank protection through this area is necessary whether or not the proposed project is constructed as the shoulder of the highway is threatened by continued erosion undermining the subgrade. Placement of riprap for bank protection will be coordinated with the State Fish and Game Commission.

Material sources for this project will be from either private or commercial sources except for large quarry rock needed for bank protection along the Clackamas River. Quarry rock is available from a county-owned source in the vicinity.

A new structure crossing Rock Creek downstream from the existing structure is proposed. This would require new right-of-way through heavy undergrowth and trees along the creek. The clearing required for construction, as well as a new structure with its approach fills, will impart a visual impact to the area. A remaining screen of trees and vegetation will confine the visual impact to a small area.

Minor delays and inconveniences will occur during construction. Planned stage construction along with adequate signing and flagging will provide safety and direction for the road user.

Protection and maintenance of air and water quality during construction is provided for in the Standard Specifications that will be in force throughout the duration of the project.

There are no parks, recreation areas, or wildlife refuges within the proposed right-of-way, nor are there any registered historical sites.

BASIS FOR NEGATIVE DECLARATION The proposed project is essential to adequately insure traffic mobility and safety through the industrially oriented area. Geographical location and road design are combined to minimize environmental impacts within the area.

It is the conclusion of the Oregon State Highway Division that no major action significantly affecting the quality of the environment is proposed. Your concurrence with this conclusion is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
R. L. Schroeder
Assistant State Highway Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Concur ______________________________ ______________________
Division Engineer Date

cc George M. Baldwin
Tom Edwards
L. H. Young
R. E. Royer
Frank Hall
Victor D. Wolfe
R. N. Chase
L. W. Rulien

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

~~Boring Water District~~
Pacific Northwest Bell Telephone Company
Portland General Electric Company
Northwest Natural Gas Company
Western Valley Telephone Company
El Paso Natural Gas Company
Powell Valley Water District

January 10, 1972

Re: Preliminary Plans
Boring Road Interchange Section
Mt. Hood Highway
Clackamas County

Gentlemen:

Enclosed you will find ____ set(s) of a preliminary plan on the above subject project. The present tentative schedule calls for opening of bids on March 30, 1972.

Please review the plans for any facilities you may have in conflict with our proposed construction.

It is the obligation of the State to reimburse the utility for the cost of adjusting, relocating or removing its facilities which are located on private property. If you have such facilities, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, P.O. Box 02157, Portland, Oregon 97202. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

NOTED
A. E. JOHNSON

F. D. Morgan
Construction Engineer

By

for T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure
cc: Portland General Electric Company
Attn: Mr. C. J. Irelan
El Paso Natural Gas Company
Salt Lake City, Utah 84110
A. E. Johnson
L. W. Rulien
R. H. Rumbolz

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 30 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 27, 1971

To: F. B. Klaboe
Asst. State Highway Engineer

B U I L D I N G

SUBJECT:
Possible Illumination
Boring Interchange
Mt. Hood Highway

The question has arisen as to the possible need for illumination of the Boring Road Interchange on the Mt. Hood Highway as a part of the construction contract.

This interchange is of a fairly high-type design and nighttime traffic volumes will not be extremely high. It is the recommendation of this office that conduit be installed for future illumination, but that the interchange operate with delineation only in the initial stages.

L. E. George
L. E. George
Operations Engineer

VPJ:pb

12-30-71
REFERRED TO
Bud
BY ASST. STATE HWY. ENGR.

RECEIVED
DEC 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-28-71
F B Klaboe

RECEIVED
DEC

FOR F

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 27, 1971

In reply refer to: 08-35.7

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156(21)
Boring Road Interchange
Right of Way

Returned herewith are the approved right of way plans for the subject project. This office authorized you to proceed with all phases of right of way acquisition including relocation payments and incidental costs on August 27, 1971. Federal participation is subject to the provisions of the 80-series Policy and Procedure Memorandums.

An executed copy of the project agreement will be forwarded separately.

Enclosure

cc:
OSHD (R.N. Chase)
OSHD (D.H. Moehring)
OSHD (M.R. Mitchell)

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

12-30-71
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 22 1971
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7706

DATE: December 17, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156(-)
Boring Road Interchange

Revised preliminary plans submitted with Mr. Merchant's November 15 letter are approved. We think this type of construction is much more appropriate for this site than your initial submission.

Merchant
on file
12-22-71

RECEIVED
DEC 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible] EDWARDS

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 26 1971
FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1971

SUBJECT: Sign Study Plans and
Standard Drawings

To:
Mr. F. B. Crandall
Traffic Engineer

BUILDING

NOTED
A. E. J[illegible]

With the increasing demand of meeting the schedule of contract lettings and the limited number of experienced people, it is very important that we receive completely signed approved study plans no later than twelve (12) weeks prior to the contract letting date. Preliminary sign study plans should be submitted to this office as soon as available, preferably right after they have been approved by Mr. Gix.

To date on the January 27, 1972, letting we have preliminary sign study plans on all applicable projects. We, however, do not have any fully approved sign study plans.

For the February 24, 1972, letting we presently do not have any sign study plans.

For the March 30, 1972, letting we have preliminary sign study plans for Ladd Canyon-N. Powder Section and Boring Road Interchange Section and a fully approved sign study plan for Rickreall-Independence Jct. Section. We do not have a sign study plan for the Jantzen Beach Interchange-Columbia Slough Bridge Section.

Previous experience has shown that the lack of a fully approved sign study plan may lead to major signing revisions after the contract is awarded. Time spent revising a contracted project takes valuable time which should be used on the next letting. Securing all approvals on the sign study plan by the twelfth week should eliminate most of these changes.

Also, please place us on your distribution list to receive all revised and new standard sign drawings so that the latest design and details may be incorporated into the projects.

RECEIVED
NOV 2[illegible] 71

Walter J. Hart
Bridge Administration Engineer

WJH:dh
cc A. E. Johnson
Fred Klaboe

L. E. Johnson

2706

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Attention: Mr. Herbert A. Schell, Jr.

Dear Sir:

Boring Road Intch. Section
Mt. Hood Highway
Uxing of Boring Road
Bridge No. 13492

Attached are prints for a supplemental preliminary submittal on subject structure. Data included are the revised preliminary plan and elevation Drawing No. 27645 and copies of the foundation report.

Since our preliminary submittal on October 5, 1971, we have revised the structure type to prestressed bulb-T beams with a poured-in-place haunched section at bent 2. This type of construction will eliminate falsework over traffic and give westbound traffic a less obstructed view of the at-grade temporary crossing.

The construction sequence will be:

1. Construct bents 2, 3, and 4 and the poured-in-place section of superstructure at bent 3.
2. Place prestressed bulb-T beams with ends near bent 3 supported on falsework.
3. Pour deck on bulb-Ts.
4. Make closure pour between poured-in-place superstructure at bent 3 and bulb-Ts.
5. Post-tension Spans 2 and 3 longitudinally.
6. Complete Spans 1 and 4 and place rails on entire structure.

The estimated cost of the bulb-T structure is $550,000 where the cast-in-place box girder was $575,000 and the steel girders $650,000. All estimates are based on estimated quantities and include an allowance for engineering and contingencies. The above figures are for structures only and do not include the cost of grading, paving et cetera.

In regard to the comments in your letter of October 15 you will note that on the attached preliminary plan and elevation drawing we have added guard rail attached to the traffic rails at each corner. Attached are prints of Drawing No. 27667 showing an impact attenuator detail proposed for protection of the center bent. The impact attenuator utilizes steel barrels at each end of the bent and a concrete GM barrier alongside of the columns. The horizontal clearance from the edge of the travel lane to the protection for the columns is also shown on Drawing No. 27667. The foundation data is also included in this submittal.

Based on the above discussion we ask your approval of the combination prestressed bulb-T - poured in place center section two span layout.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

TGT/dh/ag
Attachments

cc: A. E. Johnson
V. E. Skoog
L. H. Young

RECEIVED
NOV 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 28, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: Oregon Project F-156(-)
Boring Road Interchange Section
Mt. Hood Highway, No. 26
Clackamas County

Dear Mr. Simpson:

Attached hereto are two conformed copies of a Supplemental Throughway Agreement covering right-of-way acquisition, construction, and future maintenance responsibilities for subject project. The adjustment of utilities is covered by the original agreement, dated September 20, 1962, which remains in full force and effect.

An advance copy of this agreement was forwarded for your review under the date of September 21, 1971. Please give this matter your consideration and, if your concurrence is required, notify this office, and certified copies will be presented for the proper signatures.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

MCH:ljt
Att.

cc: F. B. Klaboe
L. H. Young
L. I. Lindas
Floyd Query

Form E-123

RECEIVED
NOV 10 1971
FOR FILING

7706

59

10-19-71

October 21, 1971

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George Poppen
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2559

Gentlemen:

Attached for your records is a supplemental agreement with Clackamas County concerning construction of the Boring Road Interchange Section of the Mt. Hood Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.

cc H. S. Cox
(conf. agree. att.)

RECEIVED
OCT 6 - 1971
FOR FILING

October 5, 1971

Oregon State Highway Commission

Gentlemen:

The Clackamas County Board of Commissioners has signed a supplemental throughway agreement concerning construction of the Boring Road Interchange Section of the Mt. Hood Highway.

The agreement generally provides for construction and maintenance of the project by the State and covers all right-of-way acquisition, grading, drainage, base, paving, structure, and signing. The adjustment of relocation of utility installations is covered by the original agreement dated September 20, 1962, which remains in full force and effect. The County concurs in the State's recommendation for the closure of the existing Epperson Road. The agreement stipulates that the County will continue to exercise all jurisdiction, maintenance and control over the reconstructed portions of Boring and Epperson Roads.

Construction of this interchange will eliminate a very dangerous at-grade crossing of the Mt. Hood Highway.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the October 19 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary Sund
F. D. Morgan
L. H. Young
Frank L. Hall
H. S. Cox
L. W. Rulien

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7 706

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156(-)
Boring Interchange U'xing

Preliminary plans submitted with Mr. Wallace's October 5 letter have been reviewed. The part-circle exterior box girder face should provide a pleasing change from your standard straight slope. Cost comparisons should also provide some interesting review.

Additional comments are as follows:

1. There is no guardrail connection shown on the western approach next to the pedestrian walk. We recommend a short anchored guardrail section with at least a 4' flare. ✓ [illegible]
2. No rail section is shown between median piers. We recommend a GM rail section between median piers and impact attenuators on the outside face of both piers. ✓ [illegible]
3. We note that lateral clearances from the structure elements are not shown. This dimension should also be on preliminary plans. ✓ [illegible]
4. We agree that the 2-span post tension box girder does appear to be the better selection. ✓
5. Approval of these plans cannot be given until after the foundation date is received. will submit

We note that an 8' combined sidewalk and bike path is shown. This width seems very generous and some detail should be shown as to how the sidewalk winds through the interchange.

10-28-71
Mr. Merchant: Design with Bulb-T/s of cast-in-place center section and re-submit to Federal Highway Administration.
A. E. J.

orig to J

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

A E Johnson

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Boring Road Interchange Section
Mt. Hood Highway
Uxing of Boring Rd.
Bridge No. 13492

Transmitted herewith are prints for the preliminary submittal on subject structure. The drawings include the preliminary plan and elevation Drawing No. 27547, the geometric sheet, and the location detail map. Copies of the foundation report will be forwarded as they become available.

The proposed 48-foot roadway is wide enough to accommodate 2 12-foot lanes with 12-foot shoulders. Eight feet is provided outside of the vehicular rail, on the south side of the structure, for pedestrians and bicyclists.

A two span structure was selected, with the center bent protected by an adequate length of median barrier extending each way from the columns. The two types considered were a two span cast-in-place post tensioned concrete box girder and a two span welded girder structure. We have selected the two span concrete structure on the basis of economy, also taking into account the difficulties of the steel beam connections to the bent cross beam at the 45° skew angle.

During construction of the concrete box girder, falsework openings will be provided in order to maintain 2 lanes of traffic in each direction on the Mt. Hood Freeway. These openingswill be positioned so that westbound traffic, in particular, will have a clear view of the at grade temporary crossing. This crossing is to be located approximately 400-feet westward of the construction site.

The estimated cost of the cast-in-place box girder is $575,000, and for the steel 2 span structure $650,000. Both estimates are based on estimated quantities and include an allowance for engineering and contingencies. The above figures represent the structure cost only and do not include the estimated cost of grading, paving, etc.

Based on the above discussion, we ask your approval of the 2 span concrete post tensioned box girder layout.

Very truly yours,

R. L. Porter
State Highway Engineer
By
ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

LLW/ag
Attachments
cc: A. E. Johnson
V. E. Skoog
L. H. Young

RECEIVED
OCT 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

[illegible]

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Boring Road Interchange
Highway: Mt. Hood
County: Clackamas
Prefix: 26-1481

Res. Engr. R. R. Cameron
Approx. Length
Sta. to Sta.
Date 9-28-71

Mean Truck A.D.T. 192
Traffic Coefficient 9.4
18 kip s. a. per day 83.5

Annual Precipitation 44"±
Frost Penetration ---
CBE Total Requirement 28.5"

(1)

Typical Soil

45	LL
14	PI
100	%P 10
92	%P 200
0	% Gravel
3	% C Sand
6	% F Sand
37	% Silt
54	% Clay
14	R Value
A-7-5	AASHO Classif.

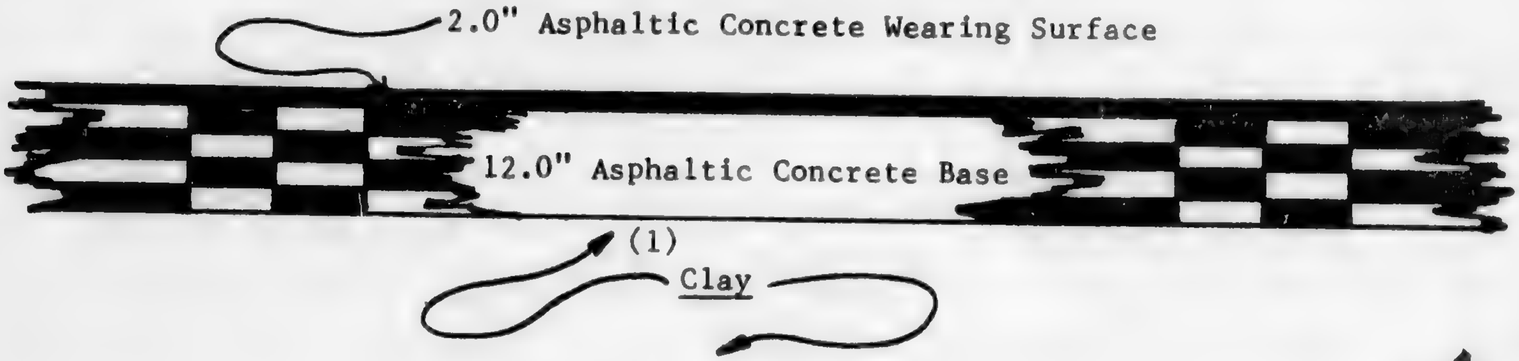
Materials Source:

Commercial Sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C.W.S.
24.0	12.0	A.C. Base
28.0	14.0	

STRUCTURAL SECTION

Lines A_2, B_2, C_2, D, and OX_2 (From the West to the intersection of the B_2 on the East)


2.0" Asphaltic Concrete Wearing Surface
12.0" Asphaltic Concrete Base
(1)
Clay

See Page 2 for remarks.

over

NOTED
F. B. KLABOE

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H. [illegible]
Asst Program and Planning Engineer

Approved by Klaboe
Asst. State Highway Engineer

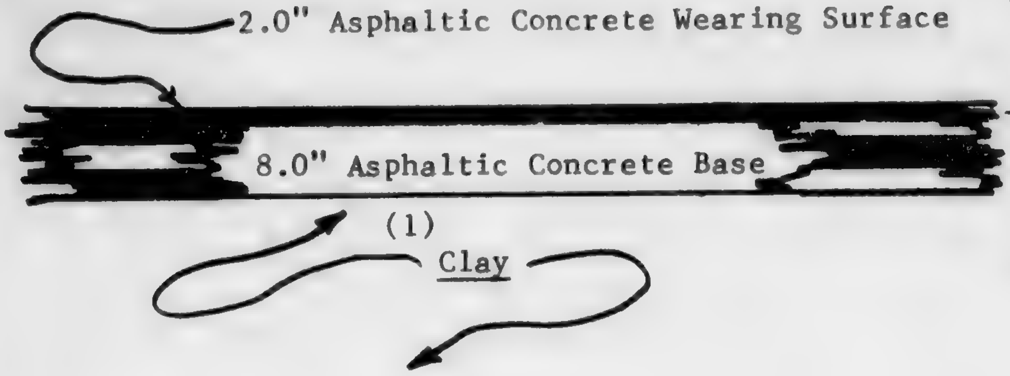
F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Location Engineer

STRUCTURAL SECTION

Lines AR, ER, EP, and OX_2
(From the B_2 Line East)

C.B.E. Requirement = 20.0"

Credit	Actual Thick.	Component
4.0	2.0	A.C.W.S.
16.0	8.0	A.C. Base
20.0	10.0	


2.0" Asphaltic Concrete Wearing Surface
8.0" Asphaltic Concrete Base
(1)
Clay

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Boring Road Interchange

HIGHWAY: Mt. Hood

COUNTY: Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

N O N E

Remarks:

Surfacing thickness requirements for the major portion of the project are based on the heaviest traveled legs in the Interchange.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete W.S. & Base	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Boring Road Interchange
HIGHWAY: Mt. Hood
COUNTY: Clackamas

900 Present ADT (19 71)
14 Percent Trucks

AXLES	ONE WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY RAMP EWL	AVERAGE ANNUAL EWL
2	35	2.1	74	55	900	49,500
3	18	2.1	38	28	2000	56,000
4	0	---	--	--	2500	- - -
5	70	2.1	147	109	6360	693,240
6	0	---	---	---	5140	- - - -
				192	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 798,740
TWENTY YEAR EWL 15,974,800
TRAFFIC COEFFICIENT 9.4

SECTION: Boring Road Interchange

HIGHWAY: Mt. Hood

COUNTY: Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Not a consideration.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

No cost comparison made as traffic does not warrant the use of C.R.P.C.C.

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
Frank L. Hall
L. W. Rulien (w/att)

RECEIVED
SEP 23 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

7706

September 21, 1971

Clackamas County Dept. of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. John C. McIntyre, Director

Gentlemen:

Enclosed herewith for your consideration are four copies of a supplemental throughway agreement concerning construction of the Boring Road Interchange Section of the Mt. Hood Highway.

The agreement generally provides for construction and maintenance of the project by the State and is intended to cover all right-of-way acquisition, grading, drainage, base, paving, structure and signing. The adjustment or relocation of utility installations is covered by the original agreement of September 20, 1962, which remains in full force and effect. The County is requested to concur in the closure of existing Epperson Road at four locations. The agreement stipulates that the County will continue to exercise all jurisdiction, maintenance and control over the reconstructed portions of Boring and Epperson Roads.

Please examine the provisions contained in the proposed agreement and, if found to be acceptable, present it to the Board of County Commissioners with your recommendation of approval. Request the Board to execute three copies and have the County Clerk attest, affix the County Seal and forward the three signed copies to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully executed copy will be returned for the County's permanent files. In the interim, the fourth copy should be retained for your reference.

Thank you for your interest and cooperation in this matter. If we can be of any assistance whatever, please feel free to call 378-6514.

Very truly yours,

R. L. Porter
State Highway Engineer

RECEIVED
SEP 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

By

Mainor

for H. S. Cox
County and City Engineer

MCH:ljt
Encl.

Form E-123

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 21, 1971

Mr. Robert E. Simpson
Oregon Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

SUBJECT: Supplemental Throughway Agreement
Boring Road Interchange Section
Mt. Hood Highway, No. 26
Clackamas County

Dear Mr. Simpson:

Attached hereto for your consideration is an advance copy of a proposed agreement covering right-of-way acquisition, construction and future maintenance responsibilities of subject. The adjustment of utilities is covered by the original agreement which remains in full force and effect.

Following approval and signature by State and County officials, two conformed copies will be submitted for your concurrence, if required.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

MCH:ljt
Att.

cc: T. B. Klaboe
L. H. Young
L. I. Lindas
Floyd Query

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
SEP 15 1971
FORM E-30
FOR FILING

7766

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1971

To: Vale P. Johnson
TRAFFIC CONTROL ENGINEER

SUBJECT: Sign Study Plans
Boring Interchange
Mt. Hood Highway
Clackamas County

I am returning herewith "approved as noted" the subject signing project. As I have in the past, I am objecting to the placement of "Go Ahead" destination signing at the ramp terminal for the county road traffic. I think our primary obligation at this point is to direct traffic up the appropriate ramp and such signing tends to detract from this goal. There are, of course, exceptions where the alignment makes the straight ahead direction difficult to follow and in this case "Go Ahead" destinations are adviseable. Maintaining a large sign board, such as the one shown, with five destinations can be a considerable expense and I do not feel that the initial investment or the maintenance of such an installation is justified.

Robert N. Bothman
Maintenance Engineer

By

ORIGINAL SIGNED BY JAMES J. GIX

James J. Gix
Bridge & Sign Maintenance Engineer

JJG:rr

cc: E. S. Hunter

attachment

RECEIVED
SEP 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 9-1

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S AUGUST 23, 1

TITLE: PROGRAM & PLANNING ENGIN

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WOR
500	F-156(21)	0.0	393,100	249,800	BORING ROAD INTERCHANGE	RIGHT O

5-31-71

REMARKS (Division)

THE ASSURANCES FURNISHED IN MR. YOUNG'S AUGUST 23, 1971 LETTER ARE ACCEPTED. MR. C. B. LIECHTY'S FEB
PHASE 2 RELOCATION PLAN IS APPROVED AND WE CONCUR THAT THE PROJECT RELOCATION OFFICE BE OPERATED FROM
MILWAUKIE OSHD REGIONAL OFFICE.

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING RELOCATION PAYMEN
INCIDENTAL COSTS NECESSARY TO ACQUIRE RIGHT OF WAY AS OUTLINED IN RED ON RIGHT OF WAY MAP 9B-9-3.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-27-71	R. E. SIMPSON, DIVISION E

SEP 7 1971

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in or
... on the part of the Federal Government to provide Federal funds for the undertaking.

ANSACTION NUMBER 9-1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 8-27-71
BY (Signature) MR. YOUNG'S AUGUST 23, 1971 LETTER	
TITLE PROGRAM & PLANNING ENGINEER	

S OF FEDERAL FUNDS

☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 2 ITEM NOS. ______ THRU ______		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
0.0	393,100	249,800	BORING ROAD INTERCHANGE	RIGHT OF WAY

8-31-71

ED IN MR. YOUNG'S AUGUST 23, 1971 LETTER ARE ACCEPTED. MR. C. B. LIECHTY'S FEBRUARY 9, 1971 IS APPROVED AND WE CONCUR THAT THE PROJECT RELOCATION OFFICE BE OPERATED FROM THE L OFFICE.

PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING RELOCATION PAYMENTS AND SSARY TO ACQUIRE RIGHT OF WAY AS OUTLINED IN RED ON RIGHT OF WAY MAP 9B-9-3.

RECOMMENDED	APPROVED	
RE AND TITLE	DATE 8-27-71	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

ction to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga- vernment to provide Federal funds for the undertaking.

GPO 927-954

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AUG 28 1971
FOR FILING

7706

August 23, 1971

Executive Department
Federal Aid Coordination Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project:

Item No.	Project No.	Name
500	F-156(21)	Boring Road Interchange CH#71.0068

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

RECEIVED
AUG 23 1971
FOR FILING

7706

August 23, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Federal-Aid Right-of-Way Project, Item No. 500, Project No. F-156(21), which we desire to have included in the Federal-Aid Primary Highway Program.

We further request, concurrent with approval of the program, authorization to proceed with all phases of right-of-way acquisition including incidentals and relocation assistance payments. The right-of-way required is as outlined in red on the enclosed copy of right-of-way map 9B-9-3.

Within a reasonable period of time, prior to displacement, comparable replacement dwellings will be available for each displaced person. This assurance is based upon an analysis of the relocation problems and the enclosed copy of the relocation plan which was previously submitted to your office. A relocation office is not necessary for this project and relocation assistance will be handled out of our Milwaukie office.

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in IM 80-1-71.

The enclosed copy of the Final Environmental Impact Statement was submitted under letter of May 10, 1971, and approval was received in your letter of July 30, 1971.

The certification as required by Section 128, "Public Hearings" of Title 23, U.S.C., was submitted by letter of May 14, 1971.

State and District Clearinghouse approval letters were submitted with our letter of May 14, 1971, which requested location/design approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:bb

Enc.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

8-23-71

FEDERAL-A

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) US 26 Boring Road Interchange 21 65	**ADT**	PRESENT 8,500	FUTURE 19,300 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Right-of-Way Purchase 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL (74)

CARD 4

CLASS OF FEDERAL FUNDS: Primary

NAME OF URBAN AREA
17-31

COUNTY NAME

ROUTE NO. P

FEDERAL
24

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	 TYPE	 STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	 FEDERAL FUND
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		US 26 Boring Road Interchange Section			
5					**ROW**			0.0	393,100	249,800
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	393,100 (16) (23)	249,800 (24)
1	14	PROGRAM APPROVAL DATES				

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

23-71

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	**ADT**	8,500	19,300 (66) (70)	91 (71) (72)	08	Oregon	35 (2) (3)	012 (4) (8)	500 (14) (16)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
(68)	(69)	(70)	(71)	(72) (73)	(74) (75)	F- 14 23	156 7	(21) 13	(24) (26) 27

COUNTY NAME	CODE	PROGRAM STAGE
Clackamas	005 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL - AID	STATE	U.S.
P	24 (32)	26 (36)	26 (37) (41)

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
	0.0	393,100	249,800	143,300		ROW acquisition all phases including incidentals, relocation payments and building demolition. (Future construction of full interchange and U'xing str., length 360', HC 44') ROW-180' min.; Access control-full; Park. restrictions-complete.
T S	0.0	393,100 (16) (23)	249,800 (24) (33)	143,300		

REMARKS

Additional data see Item 373, Project No. F-156(14);
Item 398, Project No. F-156(15).

-OVER-

BORING ROAD INTERCHANGE SECTION

PROJECT NO. F-156(21)

Existing Facility:

4-12' Lanes A.C. pavement with 30' median and 10' shoulders.

Project Data:

Right-of-way acquisition, all phases, including incidental work, relocation assistance payments and building demolition as required for future construction of a full interchange with on and off ramps and an undercrossing structure to eliminate the existing at-grade crossing.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas:

None involved.

Design Approval:

FHWA Memo of July 30, 1971.

Public Hearing:

Held March 2, 1971, and certification required in accordance with Sec. 128, Title 23 U.S.C. was submitted under letter dated May 14, 1971, State and District Clearinghouse approvals submitted under our letter of May 14, 1971, requesting location/design approval.

The Final Environmental Impact Statement was submitted under letter of May 10, 1971, and approval received in FHWA Memo of July 30, 1971.

Data for PR-37:

Relocation assistance payments estimated cost as follows:

a. Moving Costs:	
5 families	$2,000
businesses	-
	$2,000
b. Replacement Housing Costs:	
5 families	$28,000
c. Incidental Costs:	$10,000

Building demolition as required will be accomplished in accordance with our approved demolition plan and is estimated to cost $3,100.

RECEIVED
AUG 3 - 1971

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UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 30, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project F 156(-)
Boring Road Interchange
Mt. Hood Highway
Final Environmental Impact Statement

The subject Final Environmental Impact Statement has been found by our Washington office to adequately cover the anticipated environmental impacts. Approval has been given to advance the project in the normal manner.

Our memorandum of May 25 deferred action on your request for location/design approval until the above approval was received. Location/design is now approved as set forth in the study report submitted with Mr. Klaboe's May 14 letter. You may now proceed with the preparation of PS&E for this project.

8-2-71

REFERRED TO
Young Hall
Asst. State Hwy. Engr.

NOTED
TOM EDWARDS

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

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2706

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

July 20, 1971

Boring Water District
Boring, Oregon 97009

Re: Preliminary Right of Way Map
Boring Road Interchange Section
Mt. Hood Highway
Clackamas County

Gentlemen:

Enclosed you will find one print of the preliminary right of way map, our File No. 9B-9-3, on the above subject project. The present tentative schedule calls for opening of bids on December 16, 1971.

It is the obligation of the State to reimburse the Utility for the cost of adjusting, relocating, or removing its facilities which are located on private property. If you have such facilities and the enclosed information is sufficient, please prepare an estimate and sketch map in accordance with PPM 30-4 dated February 14, 1969.

This estimate and sketch map, and a schedule for accomplishing the relocation should be submitted to Mr. R. H. Rumbolz, Regional Utility Engineer, P.O. Box 02157, Portland, Oregon 97202. The sketch map and schedule must be submitted whether the relocation is reimbursable or not.

The sketch map must be in sufficient detail for our use in preparing an application for an amended or a new permit for your relocated facilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By

for T. W. Litchfield
Railroad and Utility Engineer

RMF:dl
Enclosure

cc: A. E. Johnson
L. W. Rulien
R. H. Rumbolz

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7706

6-22-71

4b-1

July 13, 1971

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George Poppen
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 398," adopted by the Highway Commission on June 22, 1971, covering the Boring Road Interchange Section of the Mt. Hood Highway in Clackamas County and the Rice Hill-North Oakland Junction Section of the Pacific Highway in Douglas County.

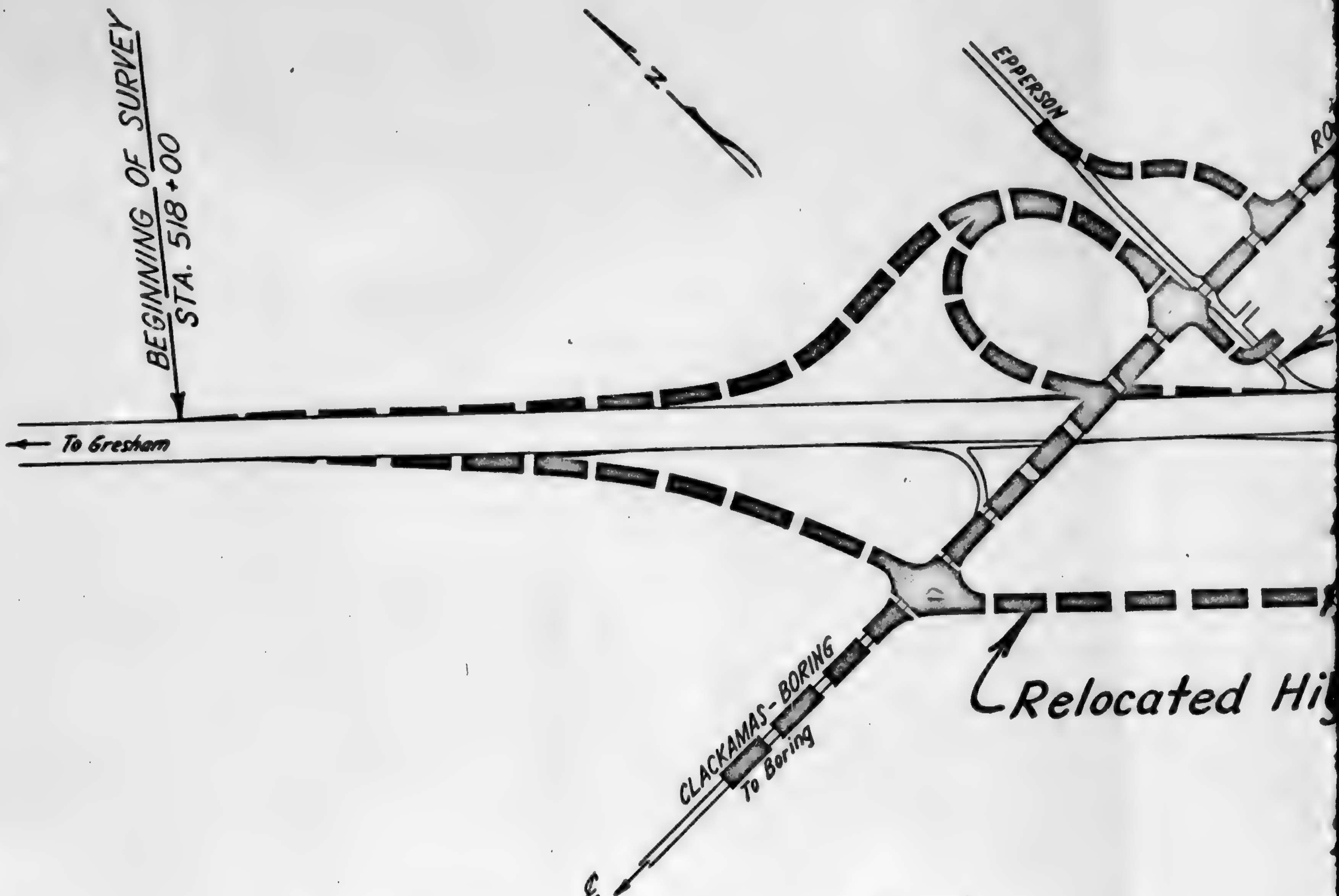
convt R/W Pac H. S.

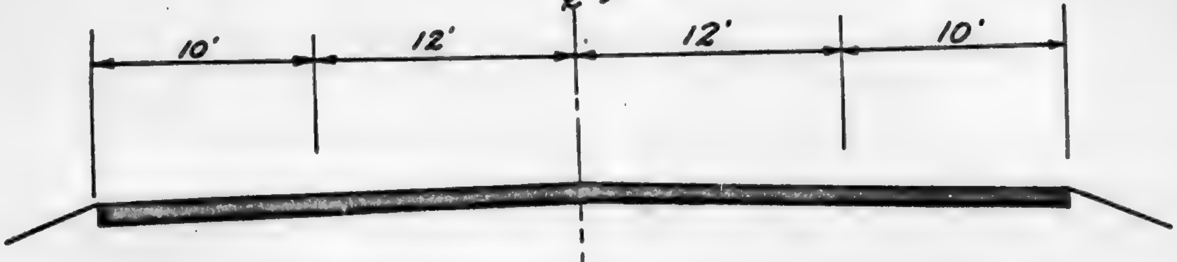
Also attached is a survey design approval map.

Very truly yours,

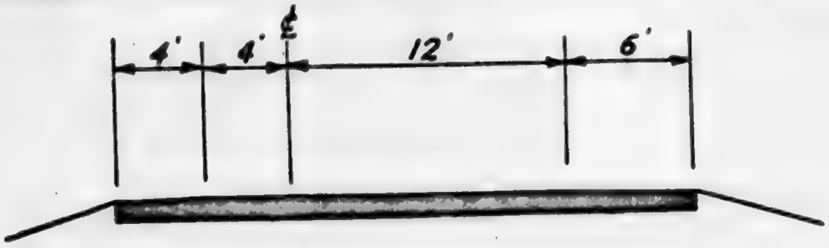
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment





TYPICAL SECTION
(EPPERSON ROAD AND CLACKAMAS-BORING ROAD)



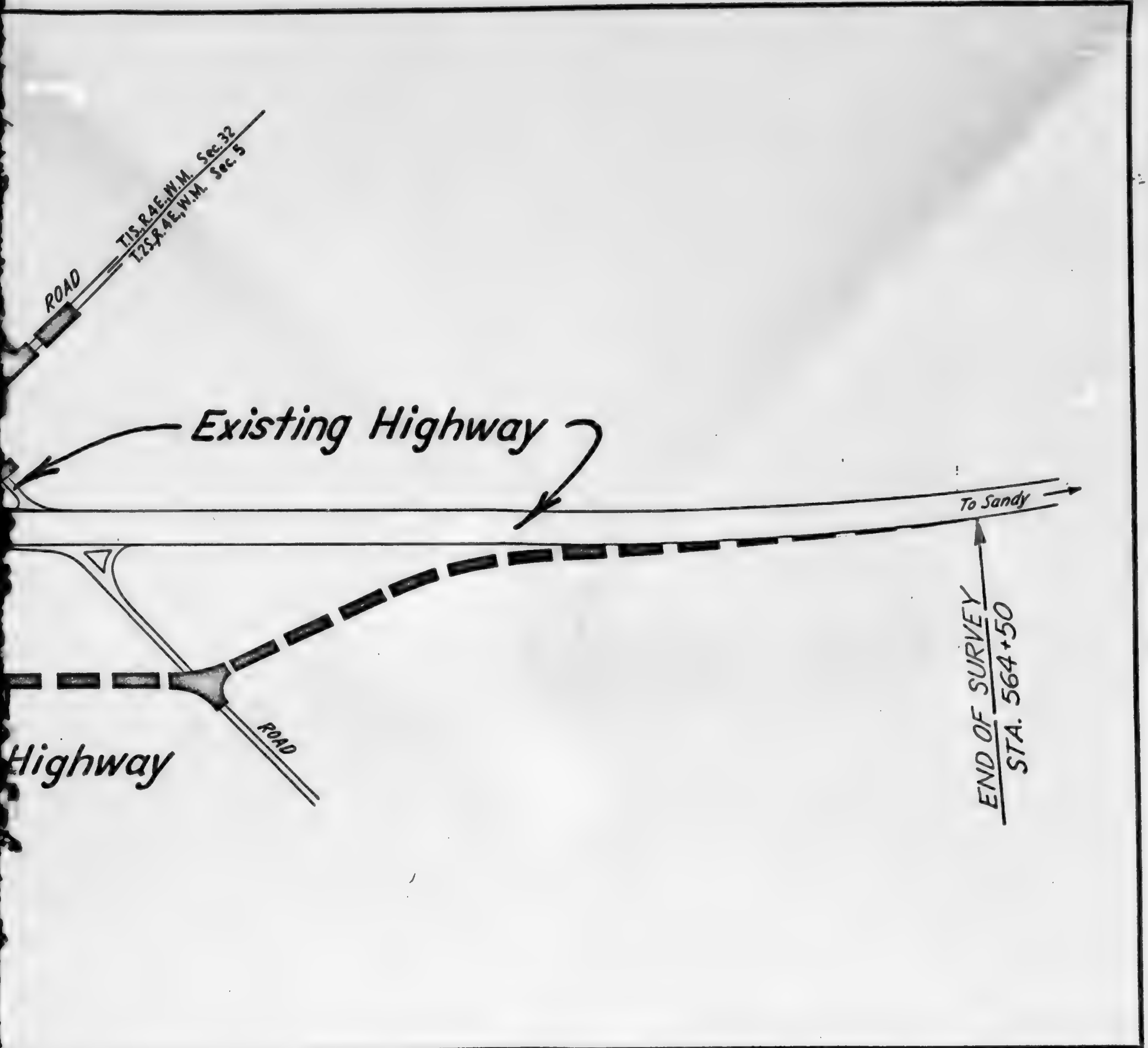
TYPICAL SECTION
(ONE WAY RAMPS)

PUBLIC HE
SYSTEM A

THROUGH
ACCESS C

APPRO

DRG. NO.1R-4-489



BLIC HEARING 3-2-71
STEM ACTION
COUNTY NONE REQUIRED
STATE HIGHWAY COMMISSION NONE REQUIRED
BUREAU OF PUBLIC ROADS NONE REQUIRED
ROUGHWAY RESOLUTION ADOPTED 11-3-48
CCESS CONTROL COMPLETE CONTROL

PPROVED: May 18, 1971

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
SURVEY DESIGN APPROVAL MAP

BORING RD. INT. SEC.
MT. HOOD HIGHWAY
CLACKAMAS COUNTY
DRG. NO. IR-4-489

SCALE: 1" = 340' ±
DATE: Apr., 1971
FOR DETAILS SEE DRG. NO.

RECEIVED
JUN 28 1971
FOR FILING

7796

ENVIRONMENTAL PROTECTION AGENCY
WATER QUALITY OFFICE REGION X
501 PITTOCK BLOCK
PORTLAND, OREGON 97205

[illegible]

June 24, 1971
Re: 71-69-0

Klaboe

Mr. R.L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Environmental Impact Statement for the Boring Road Interchange Section Mt. Hood Highway. We do not foresee an adverse environmental impact.

Thank you for the opportunity to comment.

Sincerely yours,

Hurlon C. Ray
Hurlon C. Ray, Director
State and Federal Assistance
Programs

6-28-71
REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
R. L. PORTER

NOTED
TOM EDW

RECEIVED
JUN 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. B. [illegible]

RECEIVED
MAY 26 1971
FOR FILING
7776

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 25, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
cy & dw
5-26-71

SUBJECT: Oregon Project F-156(-)
Boring Road Interchange Section, Mt. Hood Highway
Request for Location/Design Approval

Mr. Klaboe's May 14 request for location/design approval for the subject section together with the supporting data has been reviewed and found to be generally satisfactory. However, under Paragraph 6,d of the November 24, 1970, Interim Guidelines for Implementation of Section 102(2)(C) of the National Environmental Policy Act of 1969, it is implied that any project requiring an environmental statement cannot be advanced unless so notified by the Associate Administrator of Right of Way and Environment. It is assumed this notice occurs with the approval of the Final Environmental Statement.

In that the Final Environmental Statement for the subject project is presently under FHWA review, location/design approval is deferred pending receipt of the review comments and notice to proceed.

Young
5-26-71

RECEIVED
MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1971
FOR FILING

7706

May 21, 1971

Oregon State Highway Commission

Gentlemen:

The survey on the Boring Road Interchange Section, Mt. Hood Highway in Clackamas County, has been completed.

A combination Corridor-Design Hearing was held on March 9, 1971, and the request for design approval has been forwarded to the Federal Highway Administration.

This is a Federal-aid project and has been cleared by both the State and District Clearinghouses. The project was tentatively adopted on Program XII February 16, 1971. The total estimated cost for this section is $1,813,000 (Construction $575,000; Structure $776,000; Right of Way $462,000). This section is 0.88 mile in length and a map is attached for your information.

I recommend your approval of the survey and concurrence to add it to Program XII. I further request your authority to acquire the necessary rights-of-way.

This matter will be on the agenda for the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Attachment

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Frank L. Hall
D. H. Moehring
V. E. Skoog
L. W. Rulien

BLG:ald sr

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MAY 14 1971

7706

May 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Boring Rd. Interchange Section
Project No. F-156(-)
Mt. Hood Highway (US26)
Clackamas County

Dear Sir:

I certify in behalf of the Oregon State Highway Division that a location/design public hearing was held by the Highway Division on March 2, 1971, relative to the proposed highway project on the Boring Road Interchange Section of the Mt. Hood Highway (US26) in Clackamas County and that the Highway Division has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

Very truly yours,

Tom Edwards
Deputy State Highway Engineer

RNC:dg

cc: R. L. Porter
F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
B. L. Gifford
R. N. Chase

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MAY 13 1971

FOR FILING

7706

Salem, Oregon
May 13, 1971

Environmental Study Committee
Meeting - May 7, 1971

Mr. R. W. Ellison
Asst. Program & Planning Engr.

Mr. Roy Olson
Landscape Engineer

Mr. Adrian Olson
Preliminary Design Engineer

Considered the revised draft manuscript for Final Environmental Statement on Boring Road.

Made some minor revisions to text and defined the attachments to include 1) map, 2) accident diagrams, 3) hearing transcript, 4) liaison and relocation report, 5) letters from public agencies, and 6) Traffic Section letter on accidents and projected traffic volume.

S. J. Couper
Environmental Coordinator

SJC:ia

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
S. J. Couper
G. Potter
Don Keyes

RECEIVED
MAY 11 1971
FOR FILING

7706

May 10, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Final Environmental
Impact Statement
Boring Road Interchange
Mt. Hood Hwy., Clackamas Co.

Dear Mr. Simpson:

Enclosed is the Final Environmental Statement with notations attached regarding the subject section.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program & Planning Engineer

LHY:jb

Attachments:

1. Comments received at Public Hearing
2. Memo from Federal Highway Admin., Salem, April 5, 1971
3. Memo from Federal Highway Admin., Salem, April 16, 1971
4. Letter from CRAG, Portland, April 21, 1971
5. Letter from Oregon Executive Dept., Salem, April 7, 1971
6. Letter from Oregon Executive Dept., Salem, March 15, 1971
7. Letter from HUD, Seattle, April 13, 1971
8. Letter from OSHD Traffic Section, January 28, 1971
9. OSHD Phase I - R/W Liaison and Phase II - Relocation Report, February 9, 1971
10. OSHD Traffic Sec., 2 Collision Diagrams 1-1-70 to 12-31-70
11. OSHD Sketch Map, Boring Road Interchange Vicinity

cc: V. Wolfe w/Attach.
F. B. Klaboe
L. H. Young
W. H. Tebeau

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of
FINAL ENVIRONMENTAL IMPACT STATEMENT
(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

May 5, 1971

BORING ROAD SECTION

MT. HOOD HIGHWAY

Agency reviews - The draft environmental impact statement was reviewed and commented on by the following public agencies:

1. U.S. Dept. of Transportation (FHWA)
2. U.S. Dept. of Housing and Urban Development
3. Ore. State Clearinghouse, Exec. Dept., A-95 Review
4. Columbia Region Ass'n. of Governments

Response to questions and suggestions from above agencies are embodied in the text of the Final Environmental Statement attached.

The proposal to develop a freeway-type interchange and grade separation structure over an expressway with grade crossings will materially improve the degree of safety as it now exists.

The adverse effects are minor in nature but include the removal of four family residences and possible temporary effect on a few commercial activities. Modifications in the basic design have been made where possible to better serve the adjoining properties.

Alternatives to this project--speed zones, flashing lights and warning signs--have been tried and found to be unsatisfactory.

This proposal is an administrative action by the Oregon State Highway Division in its capacity as an agency of state government in enhancing the conditions for safety on the state highway system.

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

May 5, 1971

BORING ROAD SECTION

MT. HOOD HIGHWAY

DESCRIPTION AND PURPOSE OF PROPOSAL

The relatively high incidence in volume and severity of fatal motor vehicle accidents at the grade crossings of both Boring Road and Epperson Road on the Mt. Hood Highway has resulted in a demand for remedial action. These two crossings are 500 feet apart and are diagonal to the alignment of the Mt. Hood Highway which, in this area, is a 4-lane expressway with a wide unpaved median.

The highway route is the principal arterial serving the communities southeast of Portland. It is the only direct route to the popular Mt. Hood winter recreation area and it is also the avenue of commerce for many points in north central Oregon.

In addition, there is an expanding use of Boring Road as a route from the Mt. Hood Highway to the Willamette Valley through Oregon City where there is a connection to Interstate Route 205.

Following a series of very severe accidents along the route southeast of Gresham, including several at Boring Road, the label "Blood Alley" was coined by the local news media as a means of focusing attention on a situation that appeared more than coincidental. (See attached collision diagrams.)

The result was an immediate public demand for a solution.

Various speed control methods have been installed including advance warning signs and flashing signals at both crossings. The original posted speed on the section was 65 mph.

Currently, the highway speed is signed for 55 mph and the intersection area reduced to 40 mph. At this point, the potential for serious accidents is lessened, but not eliminated. Experience has shown that some individuals, accustomed to freeway driving, will overlook the danger of grade crossings that exist on an expressway; therefore, to provide the maximum level of safety attainable, considering the geographic and economic factors as they exist and the projections for traffic and community growth, it is now planned to develop a grade separation and interchange system. In general, this will permit the free flow of through traffic on the Mt. Hood Highway at design speed and provide appropriate acceleration and deceleration lanes for ingress and egress to adjoining road systems. In addition, the at-grade crossing feature will be replaced by an overcrossing structure which will also maintain the continuity of the secondary road system.

The land in the vicinity of the Boring Road intersection is level to gently rolling. It is used mainly for agriculture with occasional small commercial enterprises developing along, or adjacent to, the highway. In the southeast quadrant of the Boring Road-Mt. Hood Highway intersection, there is a recently constructed contemporary modern service station and restaurant development. Aside from the normal disruption of an area during highway construction, no permanent adverse effect is expected for the commercial enterprises now in existence or those planned for the future.

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

To achieve the required right of way for approach ramps and road relocations, it will be necessary to acquire several parcels of land from abutting property owners. In this process, four families totaling 12 persons will be displaced. A cabinet shop operated as a part-time business on one residential property will be involved in the acquisition program. This operation can be moved to another location without loss of trade as the owner is making cabinets and other work for a land development firm in which he is a partner. One of the four homes can be moved to a new location on the same property. A recent study of residential properties indicates no lack of available adequate housing in the vicinity of the project.

> *Note: An attached liaison and relocation report details the economic and social factors associated with right-of-way negotiations for this project in its conceptual stage.*

The existing commercial activity at this location includes a service station, a restaurant, and a gift shop. These have direct access to the present roads, and in the planned design of the interchange these businesses will be served by a spur from the overcrossing ramp. It is planned to provide a concrete retaining wall that will front the service station property in order to contain the proposed fill at that point. The possibility exists that another access could be developed for the service station off Boring Road to the east which could also serve other commercial enterprises planned for this property. An attached sketch map shows the relationship of the proposal to the system of local roads and the Mt. Hood Highway.

There are no parks, recreational facilities, wildlife management areas or historical entities affected by or near to this area.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

During construction, the noise level from contractor's equipment should be carefully controlled, particularly from about April 15 to July 1. This is the critical time for the large mink farm in the area because of a reaction to unusual noise by the brood females following whelping activity as they have a strong tendency to destroy their young. The normal background noise of a highway does not normally produce this effect.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

Several alternative at-grade traffic control systems have been devised and put into operation at this intersection with a gradual reduction in the accident experience. Even with these temporary improvements, it was obvious that the only workable solution was a grade separation structure. To develop a full diamond interchange would have resulted in a costly acquisition and replacement program and a high disregard for existing and planned suburban and commercial developments.

The present plan will require some additional land, but will not have the foregoing effect on the community.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

It is anticipated that some effect may be experienced in the existing commercial trade during the construction period and for a short period thereafter. It is also anticipated that customer relationships will be re-established and it is likely that new business will develop in the interchange area. In time the area will experience additional change as commercial and residential developments take place. Growth of this nature is usually stimulated around an interchange as a motorist can pull off, cross the highway and resume travel in either direction in relative safety. In the same way, emergency vehicles can function with greater facility.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land required for approach ramps, fills and other features of the interchange will not be available for any other form of use once the project is constructed. As public land, it will not serve as a base for taxation in support of local government.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

Problems and objections raised concerned the programs for displaced persons. This is covered in the attached documentation. Representatives of the commercial interests expressed concern over details of the design.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The visual quality of the structure and interchange ramps will produce a change in the appearance of the local community. Contour grading plans will be made to blend highway features into the existing terrain. The slopes and approaches will be appropriately landscaped for both soil stabilization and esthetic value.

As a result of the public hearing, the basic design was modified to accommodate to a reasonable degree, the concerns of the two prinicpal objectors to the proposal. The angle of the overcrossing and approach on the east side of the highway was moved northerly to provide a more suitable access to a restaurant and other developments planned for that area. On the opposite side of the highway, the frontage road grade was lowered to make adjoining property more accessible and suitable for development. Also, shifting the Boring Road alignment will preserve three mature coniferous trees near the restaurant.

SJC:dg
5-5-71

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County
CLARK COUNTY, WASHINGTON
Cities in Clark County
MULTNOMAH COUNTY, OREGON
Cities in Multnomah County
WASHINGTON COUNTY, OREGON
Cities in Washington County

April 21, 1971

Mr. L. H. Young
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Young:

The Executive Committee of the Columbia Region Association of Governments has reviewed the application of Oregon State Highway Division for a Federal grant in the amount of $1,095,000 to assist in the acquisition, planning, construction of:

The Boring Road-Mt. Hood Highway Interchange. This project will eliminate a dangerous at grade intersection, thus improving the health, welfare, and safety of motorists.

The Executive Committee found on April 16, 1971, that the proposed project meets a regional need and is in conformance with the regional plans. Therefore, we request favorable action of the federal agency handling this application.

Sincerely,

Homer C. Chandler

Homer C. Chandler
Executive Director

HCC:jec

c: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau ✓
R. E. Royer
H. S. Cox
. W. Rulien
ohn Sheldrake

BEN GIFFORD

NOTED
W. H. TEBEAU

Gifford
Ellison

RECEIVED
APR 26 1971
PROGRAM & PLANNING
DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem Or 97308

TO : Mr. [illegible] L. Porter, State Highway Engineer
Salem, Oregon

DATE: April 16, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156, Boring Road Section, Mt. Hood Highway
Draft Environmental Impact Statement

The Secretary's environmental and urban systems sections have reviewed the subject draft environmental impact statement and have no specific comments to offer.

It is suggested that you prepare the final environmental impact statement including comments received from other public agencies and the general public.

Simpson:nig

TO

RECEIVED
1971
PROGRAM & PLANNING
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SAVE

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

April 13, 1971

REGION X
Office of Metropolitan Planning
and Development

IN REPLY REFER TO:
10ME

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attn: Mr. L. H. Young

Dear Mr. Porter:

Subject: Boring Road Section, Project F-156 (-)
Mt. Hood Highway, Clackamas County

Your draft Environmental Impact Statement has been sent to us by our Portland Area Office for review. The project consists of a freeway-type interchange and grade separation structure at the intersection of the Mt. Hood Highway and Clackamas-Boring Road.

From the information available, we have certain reservations about this project. They are: (1) What economic level are the families to be displaced and what provision will be made for their relocation? (2) It appears that there will be a disruption to the commercial facilities in this area and there are objections to the plan as developed. Has any action been taken on resolving the objections? (3) There appears to be a difference of opinion regarding the need for this project. Has anything been done to resolve these differences?

In the final draft, we would like to see a plan showing how the displaced persons will be taken care of and what communication and resolutions have been developed with those objecting to the project.

Our Department defers to others for comments on air pollution and the technical design aspects of the project.

Thank you for the opportunity to comment on your draft Environmental Statement.

Sincerely,

John R. Merrill
Assistant Regional Administrator for
Metropolitan Planning and Development

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PROGRAM & PLANNING
DIVISION

U
C

cc: Irv Lloyd, FHWA

NOTED
W. J. TEBEAU

[illegible] meaningful input!!

Dist. 2

1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR
Cleighton Penwell
~~EDWARD G. WESTERDAHL, II~~
Director

April 7, 1971

CLACK CO
DIST. 2

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Boring Road Section - Mt. Hood Highway
Clearinghouse #71.0068E

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies and published notice in our weekly report which is distributed to all State agencies and Councils of Government. We have not received any replies indicating the need for additional correspondence.

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853).

Sincerely,

Cleighton Penwell

cc: 4-12-71
R. E. Simpson
~~F. B. Klaboe~~
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford ✓
R. N. Chase ✓
L. W. Rulien
John Sheldrake

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[illegible] 2 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
R. W. ELLISON

R N CHASE

Gifford

BEN GIFFORD

[illegible] 4.6.71

Form FHWA-121 (1[illegible]7)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 5, 1971

In reply refer to: 08-35-EC

EXT.
727- [illegible] -1760

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-156(-)
Boring Road Section
Mt. Hood Highway
Draft Environmental Impact Statement

We have received comments from our Region office concerning the subject Draft Environmental Statement. We would appreciate your consideration of the following comments in preparation of the final Environmental Statement:

> "We believe the purpose of the project could be bolstered if the actual accident record over the last 12 months could be included, and due to the accidents, the pressures by the community and the public on the need for an overpass structure at this particular intersection. Route 26 is a heavily used commercial, farm to market, and recreation access to the Mt. Hood area. In addition to the maps, a paragraph devoted to the description of the existing environment, such as rural with strip commercial development, the terrain is relatively flat, and description of the commercial development architectural theme in the Route 26 intersection, northeast quadrangle. The addition of maps would also indicate that no parks, historic sites, or wildlife refuges are involved, which should be further clarified by a sentence in the statement pointing out the absence of such facilities. A sentence stating that soil erosion control methods will be applied on the fills to the structure should be included in the steps to minimize unavoidable adverse environmental effects."

4-8-71

REFERRED TO
Young

OK By Ir. [illegible]

We suggest that in submitting future Draft Environmental Statements that they include a map showing the general location of the project to assist those not familiar with the site in making an evaluation of the project. This type of map will also show how the project relates to the surrounding community.

TED
ELLISON

Any additional comments from our Washington office, the Department of Transportation, or the Council on Environmental Quality will be forwarded when received.

R. W. [illegible]SON

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Stu [illegible] hearing map ??

Stu

STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

March 15, 1971

R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Boring Road Interchange-Mt. Hood Highway
Clearinghouse #71.0068

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. Local Government Relations Division approved "providing this project has been approved by the local Council of Governments." The Department of Geology and Mineral Industries approved and requested they "be notified when the road cuts have been completed so that we can examine the bed rock exposures while they are still fresh." Other agencies indicated the concurrence and approval.

does not apply

We are pleased to add our approval and wish you every success.

A copy of this letter should acompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

NOTED
W. H. TEBEAU

Morgan —

BEN GIFFORD

c: 3-18-71
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H. Tebeau ✓
R. E. Royer
H. S. Cox
B. L. Gifford ✓
R. N. Chase ✓
F. D. Morgan
L. W. Rulien
John Sheldrake

cc Rulien

RECEIVED
MAR 1[illegible] 1971
PROGRAM & PLANNING
DIVISION

SHERMAN W. HOLMES
ATTORNEY AT LAW
10414 N E SANDY BOULEVARD
PORTLAND, OREGON 97220

TELEPHONE 255-9777

March 10, 1971

Oregon State Highway Department
% Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Gentlemen:

Reference is made to the hearing held March 2, 1971 relating to the Mt. Hood Highway 26 - Boring Road proposed interchange.

I represent Carmel Estates, Inc., the owner and contract purchaser of real property in the early stages of development south of 212 and west of Epperson Road, through which a frontage road is proposed.

Mr. Paul Federici on behalf of Carmel Estates,Inc., had made a certain statement before the hearing held at the Sandy grade school on March 2. I understand that his comments favored the design contemplated as being the best criteria for achieving maximum safety where the arterial crosses the highway, and that the construction proceed as rapidly as may be feasible.

Carmel Estates, Inc., wishes to confirm in writing the further recommendations, which would not significantly modify the interchange as contemplated. These recommendations now follow.

1 - Construction of a pedestrian underpass on the southerly and westerly portion of the frontage road from Highway 212.

2 - Grant of a slope easement for parking purposes along the frontage road.

3 - "Bow" the frontage road in accordance with the example submitted to the committee. This would permit quicker reduction of road elevation in order to salvage valuable commercial property, which would otherwise be lost, and could reduce the cost of ground right-of-way acquisition.from approximately 180 feet wide to 130 feet wide or less.

4 - Reduce the angle or slope of road on the curve to a minimum at its earliest point so that passenger cars may enter the two proposed

Page 2, letter.

shopping areas with a minimum of difficulty.

5 - Commencement of the frontage road as quickly as possible in order that construction of the commercial buildings may not be held up longer.

6 - Epperson Road to be left open for right angle turns only until the access road from Epperson Road to the Mt. Hood Highway is built.

7 - Permit access to the frontage road during the complete period of construction of the interchange.

Thank you for your consideration of these items. We are most interested that construction be commenced as early as possible for simple humanitarian reasons.

Sherman W. Holmes

Sherman W. Holmes

cc: Carmel Estates, Inc.

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[illegible] SSION

shopping areas with a minimum of difficulty.

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6 - Epperson Road to be left open for right angle turns only until the access road from Epperson Road to the Mt. Hood Highway is built.

7 - Permit access to the frontage road during the complete period of construction of the interchange.

Thank you for your consideration of these items. We are most interested that construction be commenced as early as possible for simple humanitarian reasons.

Sherman W. Holmes

cc: Carmel Estates, Inc.

RECEIVED
[illegible]
[illegible] HIGHWAY COMMISSION

Boring, Oregon
March 10, 1971

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

My husband and I are writing this letter in regards to our feelings on the proposed overpass and interchange on Mt. Hood Highway and Oregon 212.

We wish to go on record as opposing the planned overpass. We are in favor of the installation of traffic lights (stop, go and turn signal lights) at the intersection. Since the speed limit has been lowered on this section of highway there has not been an accident of any kind. If there was sufficient warning of the signal lights the traffic would be able to slow down in time to avoid trouble.

We would also like to recommend over head lighting on the west side of the intersection. It is almost impossible to see the turns at present.

Thank you.

Sincerely,
Charles R. Sroufe
Betty J. Sroufe

Owners of the following property:
1 4E 32 C 01900
1 4E 32 C 02000

REFERRED TO
Admn
~~BY SECRETARY~~

March 5, 1971

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Wolfe
/ /

Dear Sir:

As concerned residents of the Boring area, we are in strong support of the need for the improved intersection on Highway 26 at the Boring and Epperson Roads intersection.

We live on the south end of Epperson Road and are aware of the hazards of these intersections.

We certainly hope that immediate funds can be made available for this proposed interchange.

Sincerely,

Mr. & Mrs. George P. Kurtz
Rt. 3 Box 277
Boring, Oregon 97009

RECEIVED
MAR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

Comments received at Boring Road Public Hearing

March 2, 1971

MR. JOHN C. McINTYRE: Mr. Chairman, my name is John McIntyre. I am Public Works Director for Clackamas County, and I'm here representing the Board of County Commissioners for Clackamas County.

Clackamas County would like to go on record as highly favoring the proposal before us this evening, to eliminate the at-grade intersection of the Mt. Hood Highway and the Market Road 16, commonly referred to as State Highway 212.

We would, however, request that the State Highway Commission give consideration to two minor design alterations. These are.

(1) Connect the eastbound on-ramp with the frontage road between Market Road 16 and Epperson Road, so as to allow an uninterrupted flow of traffic from Market Road 16 to Mt. Hood Highway. This will necessitate the redesign of the intersection of Epperson Road with the eastbound on-ramp and the stopping of northbound traffic on Epperson Road at the on-ramp.

(2) Extend the deceleration lane for westbound traffic on the Mt. Hood Highway entering the off-ramp from Market Road 16 to allow for a safer exit from the Mt. Hood Highway.

Mr. Chairman, this intersection has been hazardous since the day this section of the Mt. Hood Highway was opened to travel. We have observed many accidents at this location and would urge that this project be approved and that construction begin at the earliest possible date. Thank you.

MR. WOLFE: Thank you, Mr. McIntyre. Clackamas County Commissioner Thomas Telford, however, speaking as a citizen this evening.

COMMISSIONER THOMAS D. TELFORD: Mr. Chairman, my name is Tom Telford. I'm one of the Commissioners of Clackamas County but I'm here as one of the residents of the area. I have lived in Boring for 57 years, have seen the horse and buggy day give way to the Model T Ford and it used to take considerable time to come to Sandy in a Model T. The State Highway Department bailed us out at that time, and they constructed the Mt. Hood Loop Highway.

We now have a Class A highway to take care of the traffic in the recreational area, and since the day it was built, we have had very very numerous accidents; it has cost many lives and many many injuries. The people of this area call this section Blood Alley. That's a terrible name.

I would like to see the Highway Commission build this overpass, start the plans immediately and let the contract in the quickest possible time. You cannot, and I repeat, cannot value a human life in dollars and cents. I know it's going to cost a lot of money, but I don't know of any place the State Highway Department could spend the money any better place in the State of Oregon than to eliminate this situation that has been created at this intersection. It is terrible. Thank you.

MR. WOLFE: Thank you, Commissioner Telford. Paul Federici, Carmel Estates.

MR. PAUL FEDERICI: Mr. Chairman, gentlemen of the board, ladies and gentlemen. We wish to go on record with the design that has evolved from the series of accidents that have had disastrous results on the Highway 26 and Highway 212.

We feel that and want to go on record that the Highway Department has done a very outstanding job, and we also agree that this phase of the State Highway Department's recommendations be done in an expeditious manner.

We are vitally concerned with this property, because we started, I'm one of the original founders of securing the property off of the Mt. Hood Highway and it is very important to us and we feel that you have done a very terrific job in regard to this here and that we are happy to cooperate in every way that we possibly can.

However, we realize that not every individual situation can be dealt with inasmuch as all are being treated equally by you and this has also been of record. However, we would like to state a few compromises that we feel would not hurt anyone and yet would retain some of the value of the property as it now lays.

In regard to the approach in the area to the south, we have 26 acres there and the approach from Gresham onto Highway 212, we feel that being up in the air 13 feet at the intersection and perhaps by my drawing, it will demonstrate and explain it a lot better to you gentlemen and at this particular point right here, we are going to be 13 feet in the air and not until it goes almost 800 feet, will we be on a people level with the terrain approximately. Although we do know that it is necessary to be two or three feet high for drainage purposes.

We also feel without hurting anything that if there is kind of a bow in this road right here that reaching the ground level could be done at an earlier point say 350 feet or in that area as we understand talking to State officials this would help to conserve the valuable commercial property that we have had zoned here. We have been working on this property for approximately seven to eight years now, and it's been a dream of ours to become a part of Boring and we feel that we would also be a credit to Boring.

In view of the raised elevation of this road right here, also we understand that there would be a three-foot higher angle on one side of the highway against the other part of the other side of the road. We're hoping instead of increasing the traffic at this area to accommodate higher speeds, if we could level this here road here so that the driving would not be so hazardous and so fast we feel that it would accomplish a dual purpose.

Also the remaining ground, that is now in this particular area right here, has been reduced to approximately three and one-half acres. I have an architectural plan (plan on file in General Files, Salem) that has been prepared and revised and revised over a period of seven years which I would like to leave for the record that could be studied and perhaps your department would be kind enough to keep us posted as to your thoughts in regard to it. It has been reduced to three and one-half acres and we feel that if the bow could be put in here it would help us put in some of the buildings that would otherwise be eliminated.

Also in regard to that because of the elevation, if a citizen's underpass could be put under the high part of the elevated portion so that they could safely get to the other side, I think that this would be a very good safety point in this particular respect.

In order to reduce the amount of condemnation of our property, we understand that from this high point right here the ground that would be required extends to 180 feet or 90 feet on each side of the road and is reduced to 130 feet over here to Epperson Road. If we can use this bow in the road right here, we understand that we could use an average of 130 feet thereby using less ground area and I think that it would also provide for your sloping of the highway. I think that it would be a benefit to both of us.

Another feature that I think would be of help to us and also which we would be paying taxes on it, we would like to be considered for slope easement instead of retaining the ground and you having to maintain that perhaps that we could give the right-of-way for any ingress or egress that you would need to maintain the highway but give us the privilege of using it for parking purposes or for some other such thing that would not interfere with the operation of the State. We would be very happy to pay our fair share in this particular respect.

I believe that I have covered most of the things that are of interest to us and if they are not contrary to any of good engineering design and are considered something that would not be of any dangerous thing for any of the citizens here, why we would like to be given consideration in this respect and if we could, as mentioned earlier, be advised of any suggestions or recommendations we would be most pleased to discuss the situations with you.

Thank you very much for hearing me and I appreciate it very much. Thank you, ladies and gentlemen.

MR. WOLFE: Thank you, Mr. Federici. I assure all of you folks that statements made this evening are very carefully evaluated before any recommendation is made to the Highway Commission. Mrs. Otto Ourecky.

MRS. OTTO OURECKY: The only thing I wanted to point out to you ever since they put the speed restrictions in there hasn't been an accident there. It seems to me that that speaks louder than the Highway Department even - why not have a policeman there and everytime he sees someone speeding, why arrest them and fine them good. I think that will break them quicker than anything else, cause there hasn't been an accident since that speedway has been in there. There hasn't, has there - doesn't that speak a lot?

MR. WOLFE: That speaks a lot of course, as was indicated, traffic keeps increasing and we know that we do need to separate conflicting traffic. There are many places in the state where this needs to be done; it's just a matter of lack of adequate funds. Jim Rudisill.

MR. JIM RUDISILL: I had a question mark on there. I didn't know if I had a question or not, but my question has been answered so far. I don't believe I have anything to say.

MR. WOLFE: Thank you, Mr. Rudisill. I want to remind you again that you have ten days from today to submit written statements either in addition to what you might have said this evening or if you have not made a statement this evening, this will become a part of the transcript of the hearing just as though you had made a statement.

Before I close the hearing however, I would like to ask at this time if there is anyone who has not made a statement and might have changed his mind from the way the card was marked and would wish to make a statement. (Pause)

There being no further statements for the record, I declare this hearing officially closed at 8:02 p.m. I thank you for being present.

COMMENTS ON BACK OF CARDS RECEIVED AT HEARING

ART FOSTER: Favor proposal.

ANTON A. BRYANT: We are pleased attention is being given to this section of highway.

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 11 1971
RIGHT OF WAY

February 9, 1971
Portland, Oregon 97202

SUBJECT:
Boring Road Interchange -
Mt. Hood Highway
Clackamas County
Prefix: 26-1481-913

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION Mr. John R. Oakes ✓
Asst. R/W Engineer

Conceptual Stage - Phase I - R/W Liaison
and Phase II - Relocation

To comply with the 1968 Federal Highway Act and to develop a workable relocation program, this narrative report is written to follow the procedures outlined in Instructional Memorandum 80-1-68 and its supplements. Revision of instructions, May 1970, is acknowledged. A special note to Item 4 is being considered, wherein it requests, project the availability "to the anticipated year of right of way acquisition and any alternate plans considered for rehousing relocatees." CM 34-10, May 7, 1970.

This report is to cover requirements for Phase I liaison activity which occurs during the location period prior to a public corridor hearing and Phase II relocation which is required prior to a design hearing.

1. The preliminary reconnaissance-type right of way cost estimate is $462,000 for an estimated 15 properties.
2. The estimated number of families that will be displaced from their dwellings is four.
3. The number of individuals that will be displaced is 12.
4. There is one business-type property involved which is a cabinet shop operated on a part-time basis in connection with residence.
5. There are no farms that will be displaced.
6. There are no non-profit organizations that will be displaced.

The estimate of the probable availability of decent, safe and sanitary replacement housing within the financial means of the displaced persons is as follows: an examination was made of the available housing in the project area and including the areas of Boring, Gresham, Orient and Sandy. This examination included a visual check of some of the properties listed on the market. A search of multiple listings and newspapers of general circulation in the area was also conducted. Results of this effort indicate a more than adequate supply of housing to meet the needs of the people being displaced by right of way acquisition.

These listings range in price from $8,500 to $55,000 and would fall within the means of those displaced. There is also an adequate supply of rental properties on the market to fill the need for the displacees requiring rentals.

Projecting the availability "to the anticipated year of right of way acquisition and any plans considered for rehousing relocatees", it would appear from available information that 1971 would be a reasonable judgment for period of acquisition and at least eight months would be needed to acquire the right of way. Due to the present availability of housing, it was not considered necessary to explore other alternate plans. The possible solutions; however, were kept in mind, such as: moving a dwelling onto owner's remainder; provision of additional funds to aid toward construction of a dwelling; provide additional funds for possible relocation in a mobile home and the possibility that some would accept relocation in another area where housing is available. It appears that more than adequate housing will be available by the time of right of way acquisition. There is a recently completed 84-unit trailer park just east of Gresham and westerly of this project. New subdivisions are being built between Boring and Damascus. A 42-unit subdivision is planned adjoining the project area on Epperson Road. Commercial water is being brought to this project area by the Boring water district.

Phase II - Relocation

NARRATIVE SUMMARY:

There are four homes that will require relocation. Two of these are 2-bedroom homes and two bedroom homes will meet their needs. One is an older 5-bedroom home being rented by a man and wife who both teach school. A one or two bedroom home or apartment will meet their needs. The other is a newer 4-bedroom home occupied by man and wife and three children. They will consider moving their home to their remaining property, which at present stage of design appears will be in excess of 2 acres. One of the 2-bedroom residential properties has an old, hollow tile building which is presently used part time as a cabinet making shop as owner is a carpenter. This business is not walk-in traffic business and can be re-located without any loss of patronage. He is one of the owners of Carmel Estates, a development firm, and the work is for the company. No problem is anticipated on this displacement, since his company property is involved in R/W acquisition adjoining their development.

AN ANALYSIS OF REPLACEMENT HOUSING AND RELOCATION PROBLEMS:

There are no federal projects in the project area effecting the availability of replacement housing. A State Highway acquisition project is presently being conducted in the City of Gresham that requires 7 residential unit relocations. There is a community project by Carmel Estates that will produce a reported 42 residential homes.

OTHER PROJECTS IN AREA EFFECTING AVAILABILITY OF HOUSING:

The State Highway project presently under way in nearby Gresham area involves 87 files belonging to 83 different parties. This project will effect the use of 27 commercial properties in such a manner that 39 businesses will require moving service. There are 4 combination commercial and single-family residential properties which will require residential relocation. The only multi-family structure affected by the Gresham project is a 3-plex. This makes for a total of 7 residential relocations. It is felt there is an abundant supply of available units in this area and this project will not effect the Boring Interchange project.

It is estimated there are 40 dwelling units available in the surrounding area that meet requirements.

There are no problems anticipated in relocating the displacees.

The amount of lead time necessary to carry out a timely, orderly and humane relocation program is estimated at 10 months. This lead time is itemized as follows:

1. Appraisal	45 days
2. Relocation	90 days
3. Acquisition	45 days
4. Condemnation	60 days
5. Property Management	60 days

The only probable variation in the housing market during this period is an indication of more being available as nearby subdivisions plan many new housing starts in immediate future.

Design data available at this writing would indicate no adverse effect on the economics, ecology or environment of the area.

A 5-page sampling of the real estate market in this area is attached and made a part of this report. These listings are typical of the housing available at this time.

A breakdown of the estimated right of way cost is as follows:

Total real property	$438,000
Moving costs	$ 2,000
Additive Payments	$ 11,320
Demolition	$ 830
Incidental costs	$ 9,300
Total Estimate of R/W Cost =	$462,000

Chester B. Liechty
CHESTER B. LIECHTY
R/W Liaison Agent

CBL:DDM
Attachment

cc D. H. Moehring
Traffic Engineer
Design Engineer
Reconnaissance Engineer
Bureau of Public Roads
L. W. Rulien

Relocation - PHASE II
Boring Rd. Interchange Section
Mt. Hood Highway
Clackamas County

Prefix: 26-1481-913

SHEET

Owner	Tenant	No. of Occupants	Contract Rent	Economic Rent	No. of Bedrooms	No. bdrms. Required	Estimated Additive	Moving Expense	Type of Property		Remarks & Rel
Munce	-----	2	-----	-----	3	3	2,500	500	Residence		Will relocate
Neiman	-----	3	-----	-----	2	2	2,500	500	Residence & cabinet shop		Will relocate
Carmel Estates	-----	-----	-----	-----	2	-----	-----	-----	Residential		House vacant
Sroufe	-----	5	-----	-----	4	4	5,000	500	Residence		Will relocate consider movi remainder
Sroufe	Rader	2	95	150	5	2	1,320	500	Residence		Will relocate

COST SUMMARY

4 Residential - Moving Cost	$2,000
Additive Payments	$11,320
Total Relocation Cost	$13,320

Chester B. Liechty
CHESTER B. LIECHTY
R/W Liaison Agent

Relocation - PHASE II
Boring Rd. Interchange Section
Mt. Hood Highway
Clackamas County

SHEET 1 OF 1 SHEETS

Contract Rent	Economic Rent	No. of Bedrooms	No. bdrms. Required	Estimated Additive	Moving Expense	Type of Property		Remarks & Relocation Plans
-----	-----	3	3	2,500	500	Residence		Will relocate in area
-----	-----	2	2	2,500	500	Residence & cabinet shop		Will relocate in area
-----	-----	2	-----	-----	-----	Residential		House vacant & old
-----	-----	4	4	5,000	500	Residence		Will relocate in area - will consider moving house to remainder
95	150	5	2	1,320	500	Residence		Will relocate in area

COST SUMMARY

4 Residential - Moving Cost	$2,000
Additive Payments	$11,320
Total Relocation Cost	$13,320

Chester B. Liechty
CHESTER B. LIECHTY
R/W Liaison Agent

DAMASCUS — GRESHAM

BORING

ESTACADA — SANDY

NEEDS LOVING CARE & lots of ambition. Approx 2 acres, small creek. Handyman's special unfin house. Sandy, can be bought on lease option.

TWO TRACAS, sub-division view property. Total 55 acres. $2'00 per acre. Can be bought 15 20 40 acres. Other subdivision property on city water. $[illegible] per acre.

2-BDRM UNFIN home; drilled well, rustic setting 5 acres, creek. Estacada area. $13,500, terms.

5 ACRES Portland side of Estada; $8[illegible], low down or lease-option.

1-ACRE BUILDING SITES Sandy area. $2900. will submit all offers on terms.

3-BDRM BORING AREA home, approx 1 acre. A real good buy. $15,100. $1500 down.

4-BDRM HOME, shop bldg; 1-plus acre Boring. Will carry good loan.

Bill Elliott Real Estate

OPEN SUNDAYS

Box 71, Boring Phone 663-4714

Apartments SE Suburban 226

GRESHAM

New 1 and 3 bdrm units Avail
Fashion designed with color co-ordinated interest.
Drapes, carpets Some shag)
GE Color appl's
Swimming
Modern Electric Heat
Close to bus, schools, shops
From $127.50 — 933 NE Hood
665 0711 or 234-9537

1 BDRM - $129.50
2 BDRM - $139.50

VERY DELUXE. Two baths. Unbelievable! Gorgeous new units — shag carpets — range — refrigerator — disposal — dishwasher — drapes — pool — rec. room — lawn court. Call 256-7719 or 252-5635. See at 16124 S.E. Alder

NOW RENTING

2 & 3 Bdrm Apt-Homes

FROM $129.50 MO
All applcs, carpet, drapes, CARPORTS. Call mgr for directions.
665-5678
Pete Wilson Realty

CONDOMINIUMS — NEW
LAISSEZ FAIRE ESTATES — 2 blk N. of S.E. Division St. at 148th. Choice of 1 BR or 2 BR, w-w carpeting, draperies, refrig., & stove, private utility room. Recreation pavilion. Sauna baths swimming pool Adults only $135 to $165. Open daily 12-5 Conley Co. 254-5531 or 254-6516.

A Spring Showplace

2 ACRES of gently sloping ground, near Gresham, professionally landscaped, flag stone patio and waterfall, sprinklers, and trees, 3 bdrms, huge fam rm plus office, din rm, o'sized garages and barn, with room for a pony. This home is worth all the love you will give it. $37,950.

CALL CURT - 236-9179
FAIRFIELD REALTY 775-6725

RHINEHAUS

New, Quiet, SE

Ufnurn 1 & 2 bdrm apts and 3 bdrm Townhouse. Drapes, w-w carpeting. Colored applcs Pool and sauna. Trees, bus. 761-9526 761-7044. 15736 SE Powell Mgr. apt. 4.

FHA 235
Homes Available

EASTSIDE AREA

Gulde Constr. Co.
BUILDERS

255-3215 665-0680

Apartments SE Suburban 225

THE NEW

ROYAL GREENS
In Gresham

Beautiful 2 bdrms, carpets, drapes, GE colored applcs, view of hills, golf course on 3 sides, summer pool, recreation rm, infants OK $130 $150

Drive out Banfield to Wood Village exit, Hogan Rd. to 17th St., turn left. 2001 NE 17th. 665-1.02, 665-9732.

METZGER PARKER CO.
Property Managers

Golfside Apts
IN GRESHAM

2 bedrm apts with Golf Course view. W-W shag carpets. Dishwasher. Swimming Pool.
1977 NE Division
666-1021 or 665-7318

COUNTRY CLUB

TOWNHOUSES & Single Level
on GRESHAM GOLF COURSE
Sauna, Pool, Rec. room, Gym rm
All applcs, inc. washer & dryer
Priv. patio, w-serene wooded view.
Adult area, separate family section.
1, 2, 3 & 4 bedrms Begin $1?/
2050 NE Hogan (242nd) 665-5176

$39,500 - Two Acres

5 BDRMS — FAMILY RM. — 3 BATHS — SWIMMING POOL — Beautifully decorated custom built 3 level home between Gresham and Boring. Approx. 2000 sq. ft. of lovely living area — Natural finish woodwork, hdwd. floors, ISLAND STYLE KITCHEN with built-in range-oven. 2 car garage plus carport. Additional land available. On the total parcel are: 70 certified poplar trees, 5 fir trees, many other types of trees plus 2[illegible] rose bushes and an acre of rasberry bushes. School bus stops at property. OPEN FOR OFFERS ON TRADE. No. 595. Call 281-1183.

$27,500 - 4 Brs. - 1 Floor

WOODED COUNTRY SETTING ADJOINING GAME RE[illegible] 2 yr old ranch style home on large lot near River Road. FAMILY ROOM — 3 FULL BATHS, liv. rm. with frplce, birch kitchen with complete built-ins, wall to wall carpeting, all natural woodwork, large separate utility rm. Spacious master bdrm. 2 CAR GARAGE. 2 blocks to city bus - bus to Oregon City Schools. ASSUME LOW INTEREST LOAN. No. 845. Call 281-1183.

$14,500 - Gresham

2 BDRMS — 2 CAR GARAGE
Placed on a choice 125 x 175 lot — space for a building [illegible] Beautifully maintained older home — lovely wall to wall carpeting thruout. Living rm., dining rm., eating space in kitchen, separate utility rm., hdwd. floors, some storm windows. 3 blocks to city bus - bus to Gresham Schools. No. 673. Call 281-1183.

S. J. Pommier
REALTY COMPANY

ALMOST 2 ACRES, 3 bedrm home, some outbldgs, city water. $19,750, submit.

VERY, VERY NEAT 3 bedrm home, nice family room, frplc, dbl garage, patio. Well manicured lot, near school and shopping. $23,950, hurry!

FOR QUICK SALE, 5 bedrm family ranch style home. Party room. 2 baths. Extra outbldg. On wooded acre. Cut to $3?,000. Terms — may trade.

MARCUS REALTY
665-2196 Orient Dr., Gresham

Suburban Homes—East 161

Apartments Southeast 225

Thinking of a change
Try this for sighs

IT'S BRAND NEW AND BEAUTIFUL

Come see "The Bonnie Louise" townhouses. Exceptional comfort with built-in appliances. W/W carpeting, Sauna and Swimming Pool. All Electric. Offst parking. From $125 per mo.
Call Manager at 253 7016 or 272-6336
SE 160th & Alder

Welcome Families

New—Surrey Square

HUGE 3-BR	$169.50
Fenced yard	Storage
Pool	Game Room
Reynolds	Preschool
Bus	Shops

ALL ELECTRIC
203 SE 162ND
254-1851 236-0406

F.H.A. 235

Government subsidized Housing
Sharp new 3 bedroom ranch, 2 car garage — you pick colors, tile linoleum. Only $18,000 —Centennial Gresham, Oregon City — Call Geo. Bolster 761-4726 or Tri State Realty. 761-3200.

"Quality and Country"

DAMASCUS
OPEN 1—5 PM
Drive out Foster Rd. to Hwy 212, turn left to Rust Way and follow signs to this ALL BRICK custom built home. Featuring 3 huge bdrms, 2 full baths, family dining rm, 2 full wall frplcs, court yd with fountain, carpets thruout, an acre of ground with trees. And extras galore! Only $36,950 and we trade!

TRI-STATE REALTY
ROCKWOOD BRANCH
18128 SE Pine 665-7171

A DREAM PLACE
On Hwy to Mt Hood

This beautiful 3 bdrm home is one of a kind, built in 1967 on 3 acres, 8 miles east of Sandy. Covered with trees & cleaned to look like a park on a lovely greenhouse. 2 bathrooms. Too many features to list in ad. Full price $55,000. Call Larry Sheehan 761-7172

Payne & Faust 288-5351
1627 NE Broadway Realtors

GRESHAM

OPEN 1-3 700 NE 20th
Beautiful 1½ yr old, 3 bdrms, fam rm, 2 baths, frplc, w-w carpet, util rm, dbl gar, on sewer, $25,500. On East Burnside to 223rd, follow signs. 761-3724.

F. Moreland Realtor

REGNER TERRACE

One mile east of Damascus on Hwy 212

MODEL HOME PREVIEW

Open 12 to 6 Sunday
or by appointment

New rural community. Choice view homesites available for your new (HARDY BUILT HOME) using our plan or yours. Visit now, move in this spring.

Featuring clean, economical electric heat and fully insulated to PGE economy standards.

HARDY BUILT HOMES, Les Hardy, Builder

Sales by: **WESTLAND REALTY**

665-6106 666-1818 663-3520

GRESHAM

2 BEDRMS, complete bath, din room utility room, new WW carpet, built in applcs, $13,?00, terms.
117 SE Elliott, Gresham

3 BEDRMS, bath, frplc, elec heat, built in applcs, garage. One acre of land. $22,500, terms.
PHONE 665-1228

OPEN 2 TO 5
3651 SE Nehalem

EASTMORELAND FAMILY HOME! 3 BDRMS, FCR, GARAGE, DINING RM. EXCELLENT CONDITION $?,?00, FHA TERMS, FIRST OFFERING, LOW INTEREST MORTGAGE TO ASSUME. CALL MRS. STRAND 234-5928.

Mayfair Rlty 777-3391
OPEN 9-9 5222 SE 52ND

28,950

STYLE 13 COMPUTER AREA 1 BROKERS NO. 204

PROPERTY OF MULTIPLE LISTING SERVICE

2 NO RE-15122-70-H $29,950 CITY—IF NOT PORTLAND Boring DATE EX. 3

MF PROPERTY ADDRESS Rt.3 Boring

Jack Rush

Same

658-3726 BUS. PHONE

OCCUPIED ☑ VACANT ☐ RENTED ☐ AT $

Surplus

POSS. 30 DAYS AFTER CLOSING

761-1993 SALESMAN'S NAME Monnie

DIRECTIONS Off Hwy. 212 betwn. Boring & Damascus. Go out 242nd. to 212, turn left, go 1 mile turn left. 7% Comm.

Lt.6 Blk.3 Holly View Homes #2

20x14	14x11	CF	
20x10	11x11		
20x18	10x11		
10x10			
TOILET 2 BATHTUB X	SHOWER 2 WASH BASIN 2		
	not		YEAR BUILT 1970

SIZE DECK

blue

ROOF COMP ☒

VIEW OF Mt.Hood

APPROX. LOT SIZE 107. 305

SCHOOLS

b BUS TO Damascus GRADE

u " "

s " " Barlow HIGH SCH

APPROX $ 20,000 AT 8½%

TAXES assessd 1645

TO: Ore.Trail

Conv.

PRICE $ 29,950 LEAST DOWN $ CO

STYLE 12 COMPUTER AREA 91 BROKERS NO. 183

PROPERTY OF MULTIPLE LISTING SERVICE

37 MF-15102-70-H $12,950 CITY—IF NOT PORTLAND Boring DATE EX. 2

DE PROPERTY ADDRESS Route 1 Box 148

David Seabolt

Rt.3 Box 1285 Boring

663-3493

Bought another

665-0111 SALESMAN'S NAME Roberts

DIRECTIONS Bobby Bruce Lane, Real neat home. 7% Commission.

LEGAL DESCRIPTION TS 2S R4E Sec 4 TL 10-22-1 Clack.Cty

12x16	12x14		
	11x14		
11x23			
			YEAR BUILT 1959

White

APPROX. LOT SIZE 100. 305

SCHOOLS

1 BUS TO Sandy GRADE

" "

1 mi " Sandy HIGH SCH

5,427 AT 75

TAXES $219-07 1ST FLOOR 1040 LOCK BOX YES

TO: Private

Cont.

PRICE $ 12,950 firm LEAST DOWN $ c o

STYLE 12 COMPUTER AREA 95 BROKERS NO. 164

PROPERTY OF MULTIPLE LISTING SERVICE

NO. BT-14800-70-H $24,995 Canby 3

MF 142 NE Kyllo Ave.

Mrs. Lydia Kirchem Reick

Same

266-3480

Move closer to work

negotiable

233-7511 Scott

PO Box 67. Dishwasher plumbed but not in.

Lt.1 Blk.3 Filbert Grove Add. 106.9x108 deep

Approx mile

2nd FLOOR	3	
LR 18x14	13x10	
10½x9½	11x11	
FAM RM	11x10	
KIT 10x10	DEN	
TOILET X BATHTUB	SHOWER X WASH BSN X	
1st FLOOR	NO. OF BEDRMS	
TOILET X BATHTUB SHOWER X WASH BSN FLRD. ATTIC	70-71	

car

1½ 12

RANGE built in

YEAR BUILT 1963

blue

grey

Mt.Hood

106.9x 108

2 BLKS TO bus 8School

" "

3/4mile, bus 2blks

None

APPROX TAXES $ 451. 1st FLOOR APP SQ FT 1156

PRICE $ 24,995 LEAST DOWN $ CO

INFORMATION BELIEVED TO BE ACCURATE BUT NOT WARRANTED

STYLE 64 COMPUTER AREA 95 BROKERS NO. 117

PROPERTY OF MULTIPLE LISTING SERVICE

Z 3 NO. BT-13474-70-H&AC $24,950 CITY—IF NOT PORTLAND Sandy DATE NO. DR. 2

MF PROPERTY ADDRESS Rt.1 Box 20

OWNER'S NAME A.R. Bartsch

OWNER'S ADDRESS Same

RESIDENCE PHONE 668-4379 BUS. PHONE

OWNER OCCUPIED ☐ VACANT ☐ RENTED ☐ AT $ Per Mo

SELLING REASON retiring

TRADE FOR POSS 30 DAYS AFTER CLOSING

REALTOR'S PHONE 255-2774 SALESMAN'S NAME Cox

DISTRICT 4apple,1cherry,1pear,1prune, 2walnut trees. W/W carpets in bdrm.are not included. 1½mi.East of Sandy.Stg.shed.Utilrm.9x20.

RENTER'S NAME AND PHONE 142' well.water system.

LEGAL DESCRIP. TL3 T2S R5E Sec.19 Clackamas Co.

1st FLOOR	NO. OF BEDRMS	BASEMENT	FIREPL
LR 15½x23	12x14	PARTY ROOM ☐ DAYLIGHT ☐ TOILET ☐ SHR ☐	FIREPL—LR ☒ " FAM R ☐ " BSMT ☐ " PATIO ☐
DR	9x15	HEAT—OIL ☐ ELEC ☒ GAS ☐	LAUND BSMT ☐ UTIL RM ☐ KITCHEN ☐ GARAGE ☐
FAM RM ES		APPR. HEAT COST LAST YR $ 300	WIRED RNGE ☐ DRYR ☐
KIT 9x15	DEN	INCLUDED IN SALE PRICE ✓	WTR HT ELEC ☒ GAS ☐
TOILET 2 BATHTUB 2	SHOWER X WASH BSN 2	W W CARPET ☒ DRAPES ☒ RANGE ☒	HDW FLRS DN ☐ UP ☐
2nd FLOOR	NO. OF BEDRMS	REFRIG ☐ WASHER ☐ DRYER ☐	MAHG WD W/K ☐ BIRCH KIT ☒ RGE BILT IN ☒
TOILET BATHTUB SHOWER WASH BSN FLRD. ATTIC		DISHWASHER ☐ DISPOSAL ☐	YEAR BUILT

BLOCKS TO BUS

GARAGE-1 CAR ☐ " 2 CAR ☒ " CARPORT ☐	PAVED STREET ☐ SIDEWALK ☐ SEWER CON ☐	Condition E G F EXTERIOR X INTERIOR X	PAINT COLOR pink
PATIO ☐ COV ☐ SIZE	SEPTIC TANK ☐ CESSPOOL ☒ LAWN SPRINK ☐	LANDSCPG X PAINT X ROOF X	ROOF COLOR
SL GL DOORS ☒	INTER COM ☐	DISTRICT X	ROOF COMP ☒ CEDAR ☐
PLASTERED ☐ DRY WALL ☒	FENCE ☐ PLANTER ☐	VIEW OF Panoramic Mt.Hood - St.Helen	
CER TILE BTH ☐ CER TILE KIT ☐	SUN DECK ☐ STORM WIND ☐	APPROX LOT SIZE .08acre	COR. ☐ LEVEL ☐
SIDING ☒ SHAKES ☐ BRICK ☐ STUCCO ☐ INSULATED W. STRIP ☒			

SCHOOLS

bus BLKS TO Sandy GRADE

" " PAROCH

bus " Sandy HIGH SCH

FHA VAL. $ LOAN $ FOR YR

NOW OWE APPROX $ F&C AT $ INCL MO. INT

OWED TO: TYPE LOAN

APPROX TAXES $ 284. 1st FLOOR APP SQ FT 1254 LOCK BOX ☐

PRICE $ 24,950 LEAST DOWN $ 1/3 PER MO $ 150. INCLD INT. AT 8 %

BALANCE: CONTRACT ☐ TRUST DEED ☐ ASSUME MUST BE CASH ☐ DISCOUNT EXPLAINED

INFORMATION BELIEVED TO BE ACCURATE BUT NOT WARRANTED

STYLE 64 COMPUTER AREA 95 BROKERS NO. 183

PROPERTY OF MULTIPLE LISTING SERVICE

2 ; NO MF-13218-70-H&AC $25,950 CITY IF NOT PORTLAND Sandy RE W Photo NO. BR. 5

MF PROPERTY ADDRESS Rt. 3 Box 720

OWNER'S NAME Mrs. Geneva Howze

OWNER'S ADDRESS Same

RESIDENCE PHONE 668-4484 BUS. PHONE DAY SLEEPER

OWNER OCCUPIED ☐ VACANT ☐ RENTED ☐ AT $ Per Mo

SELLING REASON Too much to keep up

TRADE FOR POSS 30 DAYS AFTER CLOSING

REALTOR'S PHONE 665-0111 SALESMAN'S NAME Christie

DISTRICT 3½ miles from Sandy almost to Rosyin Lake. Solid farm hse. partly remod. Call for appt. after 4. New drilled well. Key in ofc.

RENTER'S NAME AND PHONE 7% Comm.

LEGAL DESCRIP. part of NW qts. sec. 8 T2S R5E Clackamas Co.

BLOCKS TO BUS

1st FLOOR	NO. OF BEDRMS 1	BASEMENT FCB	
LR		PARTY ROOM ☐	
DR		DAYLIGHT ☐	
FAM RM		TOILET ☐ SHR ☐	
KIT	DEN	HEAT-sawdust ELEC ☒ GAS ☐	
TOILET BATHTUB	SHOWER WASH BSN	APPR. HEAT COST LAST YR $	
2nd FLOOR	NO. OF BEDRMS 2		
TOILET BATHTUB SHOWER WASH BSN FLRD. ATTIC			

FIREPL—LR ☐ FAM R ☐ BSMT ☐ PATIO ☐

LAUND BSMT ☐ UTIL RM ☐ KITCHEN ☐ GARAGE ☐

WIRED RNGE ☐ DRYR ☐

WTR HT ELEC ☐ GAS ☐

HDW FLRS DN ☐ UP ☐

MAHG WD WK ☐

BIRCH KIT ☐

RGE BILT IN ☐

YEAR BUILT Older

INCLUDED IN SALE PRICE ✓: W-W CARPET ☒ DRAPES ☒ RANGE ☐ REFRIG ☐ Freezer WASHER ☐ DRYER ☐ DISHWASHER ☐ DISPOSAL ☐

GARAGE-1 CAR ☐ 2 CAR ☐ CARPORT ☐

PATIO ☐ COV ☐ SIZE

SL GL DOORS ☐

PLASTERED ☐ DRY WALL ☒

CER TILE BTH ☐ CER TILE KIT ☐

SIDING ☒ SHAKES ☐ BRICK ☐ STUCCO ☐

INSULATED ☐ W. STRIP ☐

PAVED STREET ☐ SIDEWALK ☐ SEWER CON ☐ SEPTIC TANK ☐ CESSPOOL ☐ LAWN SPRINK ☐ INTER COM ☐ FENCE ☐ PLANTER ☐ SUN DECK ☐ STORM WIND ☐

Condition	E	G	F
EXTERIOR		X	
INTERIOR		X	
LANDSCPG		X	
PAINT		X	
ROOF		X	
DISTRICT		X	

PAINT COLOR

ROOF COLOR

ROOF COMP ☒ CEDAR ☐

VIEW OF

APPROX LOT SIZE 4½ Acres COR. ☒ LEVEL ☐

SCHOOLS

BLKS TO Bull Run GRADE

" " PAROCH

" " Sandy HIGH SCH

FHA VAL. $ LOAN $ FOR YR

NOW OWE APPROX $ 6800. AT $ MO. INCL INT

○ OWED TO TYPE LOAN ○

○ APPROX TAXES $ 350. 1st FLOOR APP SQ FT LOCK BOX ☐

PRICE $ 25,950RE LEAST DOWN $ CO or Refin PER MO.

OLD INT. % BALANCE: CONTRACT ☐ TRUST DEED ☐ ASSUME ☐ MUST BE CASH ☐ DISCOUNT EXPLAINED ☐

INFORMATION BELIEVED TO BE ACCURATE BUT NOT WARRANTED

STYLE 64 COMPUTER AREA 91 BROKERS NO. 183

PROPERTY OF MULTIPLE LISTING SERVICE

BB4 NO MF 12076-70 H&Ac $40,950 CITY—IF NOT PORTLAND 7%Comm Boring, Ore DATE NO. BR.

8 PROPERTY ADDRESS Rt.4, Box 325

OWNER'S NAME Neil Davis

OWNER'S ADDRESS Same

RESIDENCE PHONE 663-5455 BUS. PHONE

OWNER OCCUPIED ☒ VACANT ☐ RENTED ☐ AT $ Per Mo.

SELLING REASON Transferring

TRADE FOR POSS 30 DAYS AFTER CLOSING

REALTOR'S PHONE 234-0881 SALESMAN'S NAME Bayley

DISTRICT Cindy Ln. Beautiful new home. View of Mt. Hood. Lge. Mstr bdrm. All solid Ash woodwork. California patio. Montana

RENTER'S NAME AND PHONE pink stone front

LEGAL DESCRIP. EXCLUDE, W. BULLARD

BLOCKS TO BUS

1st FLOOR	NO. OF BEDRMS 3	BASEMENT	
LR lge		PARTY ROOM ☐	
DR lge		DAYLIGHT ☐	
FAM RM lge		TOILET ☐ SHR ☐	
KIT.	DEN	HEAT—OIL ☐ ELEC ☒ GAS ☐	
TOILET 3 BATHTUB X	SHOWER 3 WASH BSN 3	APPR. HEAT COST LAST YR $	
2nd FLOOR	NO. OF BEDRMS		
TOILET BATHTUB SHOWER WASH BSN FLRD. ATTIC			

FIREPL—LR ☒ FAM R ☐ BSMT ☐ PATIO ☐

LAUND BSMT ☐ UTIL RM ☒ KITCHEN ☐ CARAGE ☐

WIRED RNGE ☒ DRYR ☒

WTR HT ELEC ☒ GAS ☐

HDW FLRS DN ☐ UP ☐

MAHG WD WK ☐

BIRCH KIT ☐

RGE BILT IN ☐

YEAR BUILT 1969

INCLUDED IN SALE PRICE ✓: W-W CARPET ☒ DRAPES ☒ RANGE ☒ REFRIG ☐ WASHER ☐ DRYER ☐ DISHWASHER ☒ DISPOSAL ☒

GARAGE-1 CAR ☐ "OS" 2 CAR ☒ CARPORT ☐

PATIO ☒ COV ☒ SIZE lge.

SL GL DOORS ☒

PLASTERED ☐ DRY WALL ☒

CER TILE BTH ☒ CER TILE KIT ☐

SIDING ☒ SHAKES ☐ BRICK stone STUCCO ☐

INSULATED ☒ W. STRIP ☒

PAVED STREET ☒ SIDEWALK ☐ SEWER CON ☒ SEPTIC TANK ☐ CESSPOOL ☐ LAWN SPRINK ☐ INTER COM ☐ FENCE ☐ PLANTER ☐ SUN DECK ☐ STORM WIND ☐

Condition	E	G	F
EXTERIOR	X		
INTERIOR	X		
LANDSCPG	X		
PAINT	X		
ROOF	X		
DISTRICT	X		

PAINT COLOR Beige

ROOF COLOR White

ROOF COMP ☒ CEDAR ☐

VIEW OF Mt. Hood

APPROX LOT SIZE 1½ ac. COR. ☐ LEVEL ☐

SCHOOLS Bus to front door

BLKS TO Orient GRADE

" " PAROCH

1 blk to Gresham HIGH SCH

FHA VAL. $ LOAN $ FOR YR

NOW OWE APPROX $ 26,000 AT $ 215 MO. INCL INT 7 3/4% PITI

OWED TO Equitable S/L TYPE LOAN Conv. ○

○ APPROX TAXES $670 1st FLOOR APP SQ FT 1864 LOCK BOX YES

PRICE $ 40,950 LEAST DOWN $ C/O or refin. as same PER MO. $

OLD INT. AT % BALANCE: CONTRACT ☐ TRUST DEED ☐ ASSUME ☐ MUST BE CASH ☐ DISCOUNT EXPLAINED ☐

INFORMATION BELIEVED TO BE ACCURATE BUT NOT WARRANTED

STYLE 73 COMPUTER AREA 95 BROKERS NO. 183

PROPERTY OF MULTIPLE LISTING SERVICE CITY—IF NOT PORTLAND 10 % Comm DATE NO. BR.

2 NO. MF 10382--70 Bldg.$27,500 Sandy,Ore

INFORMATION BELIEVED TO BE ACCURATE BUT NOT WARRANTED

8f PROPERTY ADDRESS 102 E. Main

OWNER'S NAME Marvin Mattson

OWNER'S ADDRESS PO Box 253, Sandy

RESIDENCE PHONE BUS. PHONE 637-3455

OWNER OCCUPIED ☐ VACANT ☐ RENTED ☒ AT $ 175 Per Mo.

SELLING REASON Could be $250

TRADE FOR POSS. AFTER CLOSING DAYS

REALTOR'S PHONE 665-0111 SALESMAN'S NAME Christie

DISTRICT Lge. 3 bdrm. apt. upstairs. Comm. Office & Store front & storage, on main flr.

RENTER'S NAME AND PHONE

LEGAL DESCRIP. TL 219, Sec 13, T2S, R4# City of Sandy

BLOCKS TO BUS

1st FLOOR	NO. OF BEDRMS 3	BASEMENT	FIREPL—LR ☐	GARAGE 1 CAR ☐	PAVED STREET ☐
LR Ins.$192yr.		PARTY ROOM ☐	" FAM R ☐	" 2 CAR ☐	SIDEWALK ☐
DR		DAYLIGHT ☐	" BSMT ☐	" CARPORT ☐	SEWER CON ☐
FAM RM		TOILET ☐ SHR ☐	" PATIO ☐	PATIO ☐ COV ☐	SEPTIC TANK ☐
KIT	DEN x	HEAT—OIL ☐	LAUND BSMT ☐	SIZE x	CESSPOOL ☐
TOILET 2	SHOWER X	ELEC ☐ GAS ☐	UTIL RM ☐	SL GL DOORS ☐	LAWN SPRINK ☐
BATHTUB X	WASH BSN 2	APPR. HEAT COST LAST YR $	KITCHEN ☐	PLASTERED ☐	INTER COM ☐
2nd FLOOR	NO. OF BEDRMS	INCLUDED IN SALE PRICE ✓	GARAGE ☐	DRY WALL ☐	FENCE ☐
TOILET		W.W CARPET ☐	WIRED RNGE ☐	CER TILE BTH ☐	PLANTER ☐
BATHTUB		DRAPES ☐	DRYR ☐	CER TILE KIT ☐	SUN DECK ☐
SHOWER		RANGE ☐	WTR HT ELEC ☐	SIDING ☐	STORM WIND ☐
WASH BSN		REFRIG ☐	GAS ☐	SHAKES ☐	
FLRD. ATTIC x		WASHER ☐	HDW FLRS DN ☐	BRICK ☐	
		DRYER ☐	UP ☐	STUCCO ☐	
		DISHWASHER ☐	MAHG WD WK ☐	INSULATED ☐	
		DISPOSAL ☐	BIRCH KIT ☐	W. STRIP ☐	
			RGE BILT IN ☐		
			YEAR BUILT		

Condition E G F: EXTERIOR, INTERIOR, LANDSCPG, PAINT, ROOF, DISTRICT

PAINT COLOR

ROOF COLOR

ROOF COMP ☐ CEDAR ☐

VIEW OF 50.5x100.0x

APPROX LOT SIZE 90.0x34.50 COR. ☒ LEVEL ☐

SCHOOLS

BLKS TO GRADE

" " PAROCH

" " HIGH SCH

FHA VAL. $ LOAN $ FOR YR

NOW OWE APPROX $ 14,500 AT $ 100 MO. INCL INT 7%

○ APPROX TAXES $ 319. | 1st FLOOR APP SQ FT | LOCK BOX ☐

○ OWED TO J.O.Swails TYPE LOAN Cont. ○

BALANCE: CONTRACT ☐ TRUST DEED ☐ ASSUME ☐

INCLD INT. AT % MUST BE CASH ☐ DISCOUNT EXPLAINED

PRICE $ 27,500 LEAST DOWN $ C/O PER M $

STYLE 13 COMPUTER AREA 91 BROKERS NO. 204

PROPERTY OF MULTIPLE LISTING SERVICE CITY—IF NOT PORTLAND Boring DATE NO. BR. 4

2 NO. RE-15384-70-11 $28,500

INFORMATION BELIEVED TO BE ACCURATE BUT NOT WARRANTED

SB PROPERTY ADDRESS Rt.3, Boring

OWNER'S NAME Victor Sipe

OWNER'S ADDRESS Rt.3, Box 924C Boring

RESIDENCE PHONE 638-3931 BUS. PHONE

OWNER OCCUPIED ☐ VACANT RENTED ☐ AT $ Per Mo.

SELLING REASON Surplus-new

TRADE FOR POSS. AFTER CLOSING DAYS

REALTOR'S PHONE 761-1993 SALESMAN'S NAME Monnie

DISTRICT Lot 11, Blk 2, Hollyview Homes #2, Hwy 212 1 mile E of 242nd, Hollyview. Terrace is name of street.

RENTER'S NAME AND PHONE

LEGAL DESCRIP.

BLOCKS TO

1st FLOOR NO. OF BEDRMS 4

LR 15x16

DR 10x12

FAM RM

KIT 10x11 DEN x

TOILET 2 BATHTUB 1 SHOWER WASH BSN 2

2nd FLOOR NO. OF BEDRMS

YEAR BUILT New

SIZE x

PAINT COLOR Brown

ROOF COLOR

ROOF COMP ☒ CEDAR ☐

VIEW OF Mt. Hood

APPROX LOT SIZE 113x304

SCHOOLS

BLKS TO Damascus GRADE

" " PAROCH

S " " Barlow HIGH SCH

FHA VAL. $ LOAN $ FOR YR

NOW OWE APPROX $ AT $ MO. INCL INT

○ APPROX TAXES $ not assessed | 1st FLOOR APP SQ FT 1485 | LOCK BOX Yes

○ OWED TO Must refinance ○

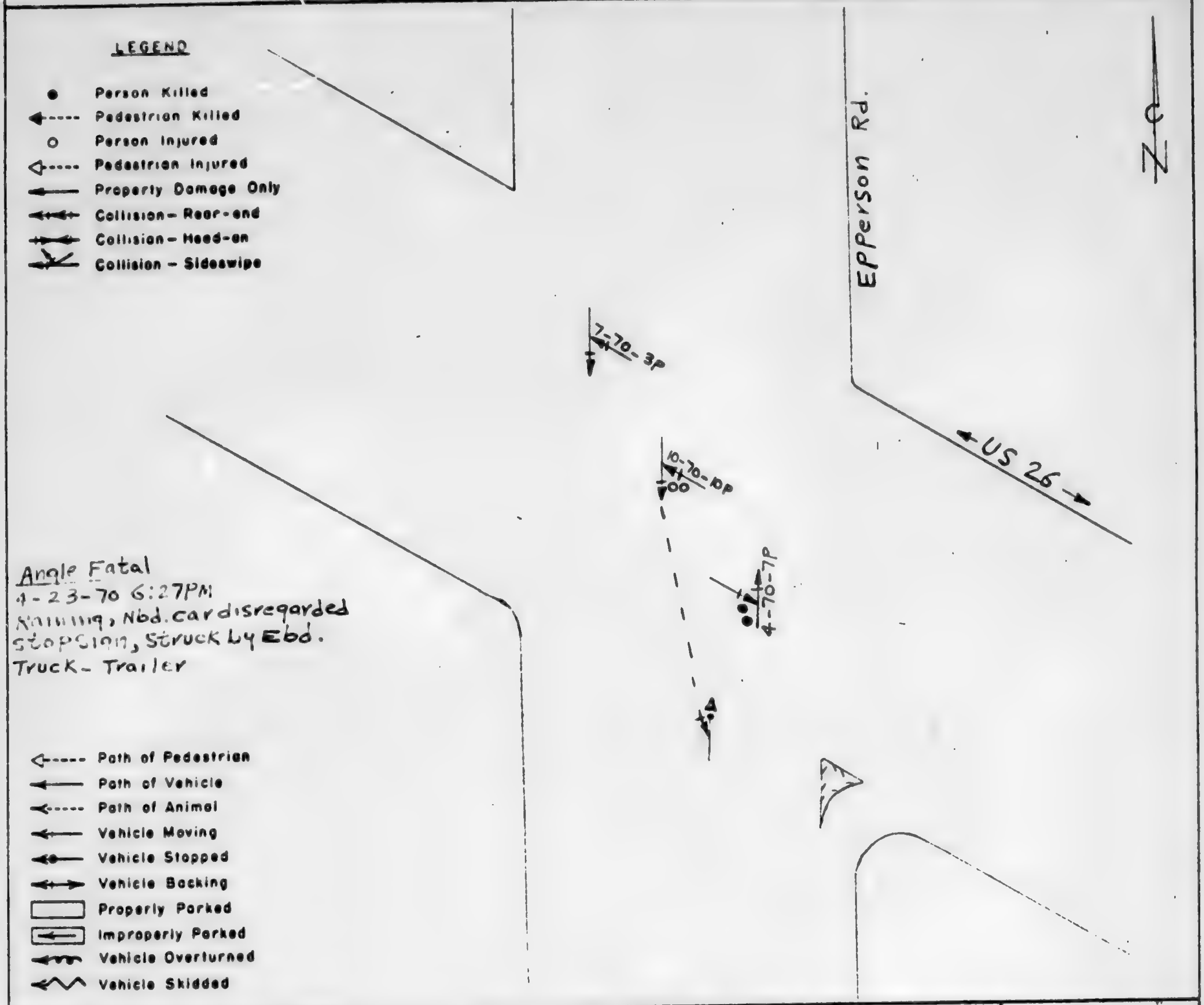
INCLD INT. AT % BALANCE: CONTRACT ☐ TRUST DEED ☐ ASSUME ☐ MUST BE CASH ☐ DISCOUNT EXPLAINED

PRICE $ 28,500 LEAST DOWN $ C/O PER MO. $

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ____________ County Clackamas
Intersection of US 26 and EPPerson Rd.
Highway Number 26 MP. 19.64
Period Covered 1-1-70 To 12-31-70
Compiled by CS Drawn by ____________ Date 4-30-71



Angle Fatal
4-23-70 6:27PM
Raining, Nbd. car disregarded
stopsign, Struck by Ebd.
Truck-Trailer

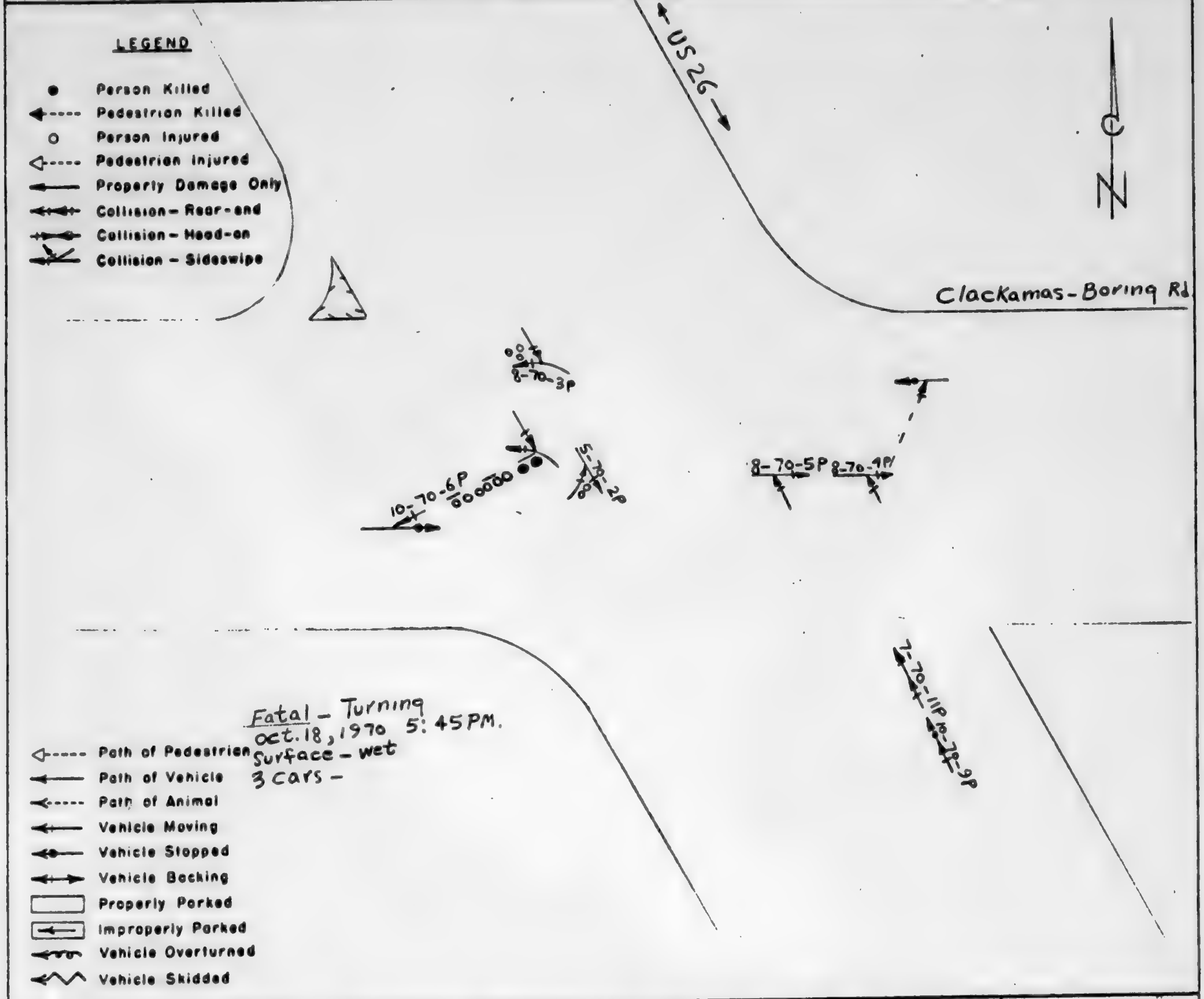
Collision Type	1970																			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle	1	1	1	3																
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc																				
TOTAL	1	1	1	3																

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

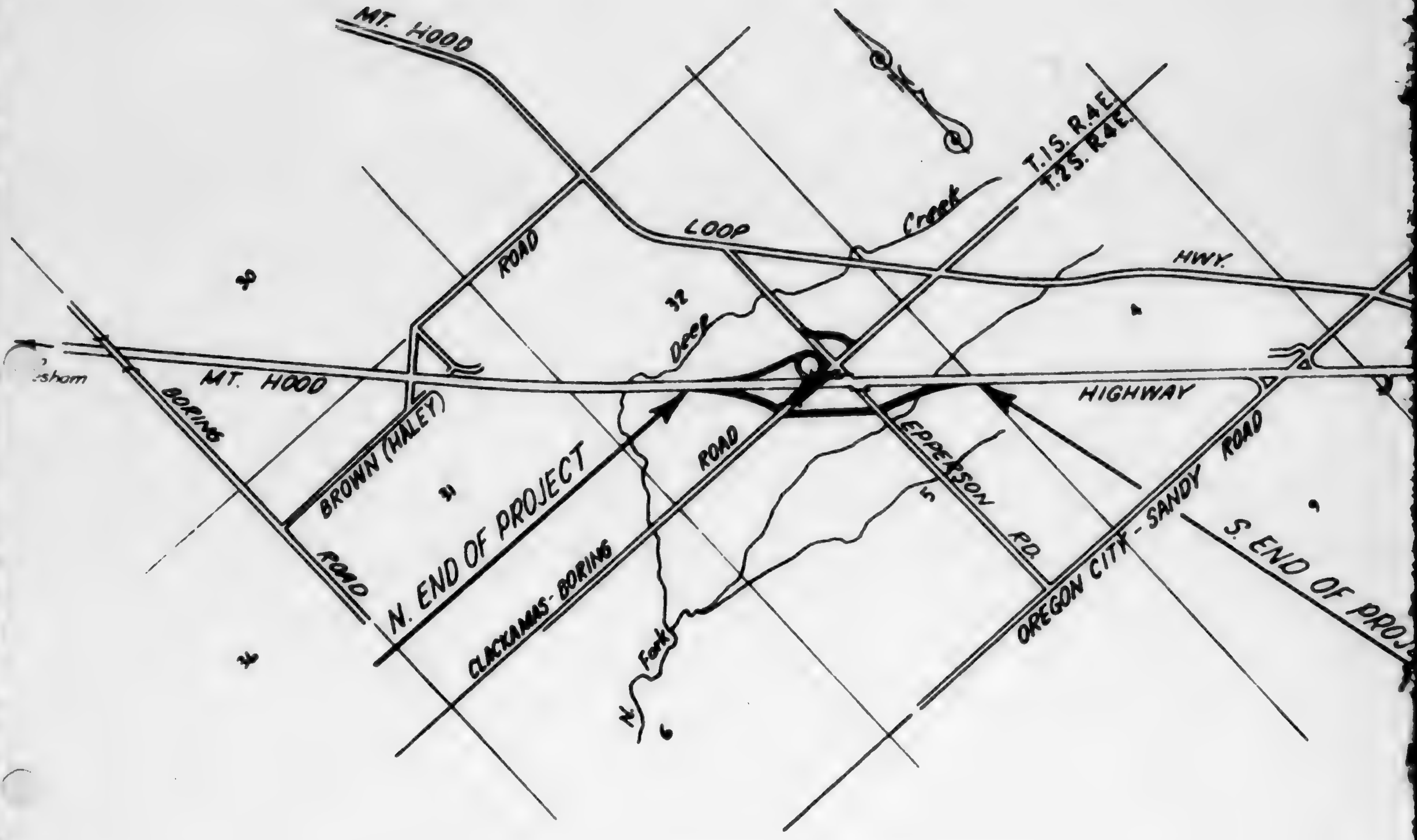
City of ______ County Clackamas
Intersection of US 26 and Clackamas - Boring Rd.
Highway Number 26 MP. 19.54
Period Covered 1-1-70 To 12-31-70
Compiled by CS Drawn by ______ Date 4-29-70



Fatal - Turning
Oct. 18, 1970 5:45 PM.
Surface - wet
3 cars -

Collision Type	1970																			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			2	2																
Head-on																				
Rear-end			2	2																
Sideswipe																				
Turning Movement	1		2	3																
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL	1		6	7																

Form E-261-6-70

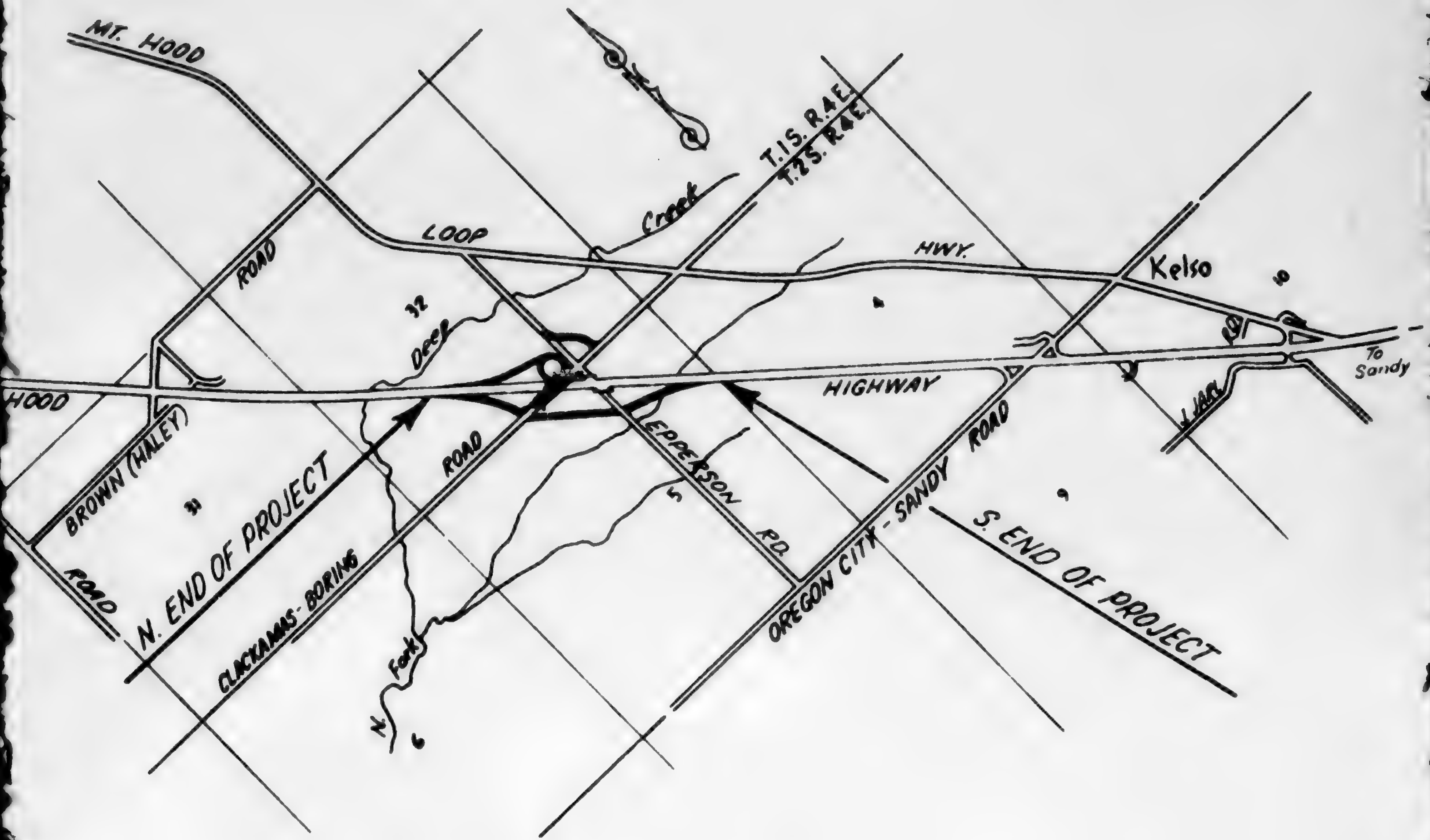


OREGON STATE HIGHWAY DIVISION
Corridor and Design Hearing Map

BORING ROAD INTERCHANGE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

BORING ROAD INTERCHANGE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 28, 1971

SUBJECT:
Public Hearing Documentation
Boring Road Interchange
Mt. Hood Highway
Clackamas County

To:
Don Keyes
Preliminary Rural Supervisor

BUILDING

During 1969, the average daily traffic for the Boring Road Interchange Section of the Mt. Hood Highway was 7,600 vehicles. The projected 1990 average daily traffic is 14,000 vehicles. The computed capacity of the existing highway is 27,200.

During the period from January 1, 1967 through December 31, 1968, and for eight months of 1969, the accident rate for this section of highway was 3.96 accidents per million vehicle miles. This compares with the statewide rate for similar types of highways of 2.24 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Western Valley Telephone Company, Portland General Electric Company, Pacific Northwest Bell Telephone Company, Northwest Natural Gas Company, El Paso Natural Gas Company, and Powell Valley Water District.

Robert E. Royer
Planning Engineer

TS:ap

RECEIVED
[illegible] 2 1971

Scott
Swenson
R. Olson
Trout R
Do Not File ☐
Keep
Return To
Other

HEIDI'S
RESTAURANT, CANDY, & GIFT SHOP
Rt. 1, Box 900
Boring, Oregon 97009

Oregon State Highway Division
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Gentlemen:

The undersigned is the owner of the development known as Heidi's Restaurant and complex situated at the Boring Road crossing of the Mt. Hood Highway.

We have examined the preliminary plans for the Boring Road interchange and believe that these plans should be substantially modified to eliminate the creation of an even greater traffic hazard than now exists at the Boring Road crossing.

The proposed Boring Road interchange will eliminate two of the three accesses into our property. It appears that a retaining wall will be constructed along the area between the Boring Road and the Standard Oil filling station and the access into the project and to the filling station will be one access with a grade of approximately 10% with a sharp curve. With this limited access and with the grade, an extremely hazardous condition will be created for patrons coming into the project particularly during portions of the year when the weather is severe with icing and snow conditions. We estimate that during the peak hours of the day approximately 110 cars per hour will enter the complex and approximately 15% to 20% of this traffic during the summer months will involve campers, trailers and vehicles towing boats.

Accordingly, we sincerely request that an additional access be provided into the complex from the Boring Road and there is sufficient property available along the Boring Road and north of the Standard Oil filling station for such access. We would also suggest that the grade of the planned access into the complex be substantially reduced to a grade not to exceed 6%.

We would be happy to meet with representatives of the Highway Department to furnish additional details and information as may be required and we greatly appreciate the cooperation by representatives of your division in understanding our problems.

Very truly yours,

Don B Eklund

☐ DE ☐ ADE ☐ ADE ☐ OE
MAR 11 1971
☐ TE ☐ UE ☐ DES

RECEIVED
MAY 10 1971

FORM E-90 (12-67)

FOR FILING

7316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1971

SUBJECT:

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Boring Road Section
Mt. Hood Highway
Final Environmental Statement

The final environmental statement for the subject project has been reviewed by the Environmental Study Committee. This is the first final statement written for a state highway project. It is essentially an expansion of the draft statement and includes information covering comments received from agencies which reviewed the draft statement as well as points brought out at the public hearing.

The study committee has appraised the social, economic, and ecological considerations included and has found that this final statement adequately covers these phases of the project.

If you agree as to the adequacy of this statement, we shall distribute it through normal channels. This final statement will be included as a part of our request to the FHWA for project design approval.

R.W. Ellison
R. W. Ellison
Asst. Program & Planning Engineer

RWE:ia

Attachment

cc: V. D. Wolfe, w/encl.
L. H. Young
F. L. Hall
W. H. Tebeau
Adrian Olson
Roy Olson
S. J. Couper

Approved 5-6-71
FB Klaboe

NOTE
F. B. KLABOE

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Orig. w/att.
to R.W. Ellison
5-7-71

APR 21 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES OVERNMENT

Memorandum

U. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7706

DATE: April 16, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
cy Edw
4-19-71

SUBJECT: Oregon Project F-156, Boring Road Section, Mt. Hood Highway
Draft Environmental Impact Statement

The Secretary's environmental and urban systems sections have reviewed the subject draft environmental impact statement and have no specific comments to offer.

It is suggested that you prepare the final environmental impact statement including comments received from other public agencies and the general public.

Simpson:nig

REFERRED TO
Young
4-20-71

NOTE
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 12 1971

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
ARCADE PLAZA BUILDING, 1321 SECOND AVENUE
SEATTLE, WASHINGTON 98101

April 13, 1971

REGION X
Office of Metropolitan Planning
and Development
7706

IN REPLY REFER TO:
10ME

Mr. R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attn: Mr. L. H. Young

Dear Mr. Porter:

Subject: Boring Road Section, Project F-156 (-)
Mt. Hood Highway, Clackamas County

Your draft Environmental Impact Statement has been sent to us by our Portland Area Office for review. The project consists of a freeway-type interchange and grade separation structure at the intersection of the Mt. Hood Highway and Clackamas-Boring Road.

From the information available, we have certain reservations about this project. They are: (1) What economic level are the families to be displaced and what provision will be made for their relocation? (2) It appears that there will be a disruption to the commercial facilities in this area and there are objections to the plan as developed. Has any action been taken on resolving the objections? (3) There appears to be a difference of opinion regarding the need for this project. Has anything been done to resolve these differences?

In the final draft, we would like to see a plan showing how the displaced persons will be taken care of and what communication and resolutions have been developed with those objecting to the project.

Our Department defers to others for comments on air pollution and the technical design aspects of the project.

Thank you for the opportunity to comment on your draft Environmental Statement.

Sincerely,

John R. Merrill
Assistant Regional Administrator for
Metropolitan Planning and Development

cc: Irv Lloyd, FHWA

NOTED
TOM EDWARDS

RECEIVED
APR 12 1971
FOR FILING

1766

STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
~~EDWARD G. WESTERDAHL, II~~
Director

April 7, 1971

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Re: Boring Road Section - Mt. Hood Highway
Clearinghouse #71.0068E

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies and published notice in our weekly report which is distributed to all State agencies and Councils of Government. We have not received any replies indicating the need for additional correspondence.

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853).

Sincerely,

Cleighton Penwell

Cleighton Penwell

RECEIVED
APR 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Orig to [illegible]
cy [illegible]
4-9-71

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

RECEIVED
APR 8

FOR

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: April 5, 1971

In reply refer to: 08-35-EC

RECEIVED
APR 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project F-156(-)
Boring Road Section
Mt. Hood Highway
Draft Environmental Impact Statement

We have received comments from our Region office concerning the subject Draft Environmental Statement. We would appreciate your consideration of the following comments in preparation of the final Environmental Statement:

> "We believe the purpose of the project could be bolstered if the actual accident record over the last 12 months could be included, and due to the accidents, the pressures by the community and the public on the need for an overpass structure at this particular intersection. Route 26 is a heavily used commercial, farm to market, and recreation access to the Mt. Hood area. In addition to the maps, a paragraph devoted to the description of the existing environment, such as rural with strip commercial development, the terrain is relatively flat, and description of the commercial development architectural theme in the Route 26 intersection, northeast quadrangle. The addition of maps would also indicate that no parks, historic sites, or wildlife refuges are involved, which should be further clarified by a sentence in the statement pointing out the absence of such facilities. A sentence stating that soil erosion control methods will be applied on the fills to the structure should be included in the steps to minimize unavoidable adverse environmental effects."

4-8-71
REFERRED TO
Young
Asst. S. Hwy. Engr

We suggest that in submitting future Draft Environmental Statements that they include a map showing the general location of the project to assist those not familiar with the site in making an evaluation of the project. This type of map will also show how the project relates to the surrounding community.

Any additional comments from our Washington office, the Department of Transportation, or the Council on Environmental Quality will be forwarded when received.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97301

MEMORANDUM

To: Agency Addressed
From: Federal Aid Coordination Unit
Subject: Notices of Intent to Apply for Federal Aid; Week ending March 19, , 1

Distribution of information relative to these projects has been made to sel agencies for review. If your agency was not included in the distribution and you des examine and comment on any of the proposals, information will be supplied upon reques

Clearing-house #	Applicant	Project Description	Location
71.0088	Highway Division	Molalla River State Park	Clackamas County
71.0089	Valley Migrant League	Migrant Program Administration	Marion County
71.0090	Valley Migrant League	Head Start	Marion County
71.0091	Malheur County Court	Solid Waste Planning	Malheur County
71.0092	Law Enforcement Council-Executive	Planning for Juvenile Delinquency	Statewide
71.0094	Lakeside Water District	Rural Water Facilities Construction	Lakeside
71.0095	Clackamas County Service Dist. #1	Sanitary Sewer Plan	Clackamas

Environmental Impact Statements

71.0068E	Highway Division	Boring Road-Mt. Hood	Clackamas County
71.0093E	General Services Administration	Camp Adair Air Force Station Negotiated Sale	Benton County

NOTED
F.B. KLABOE

FOR FILING
MAR 29 1971

3-19-71

7766

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97301

Klaboe
cy [illegible] 3-22-71

y Addressed
al Aid Coordination Unit
es of Intent to Apply for Federal Aid; Week ending March 19, , 1971

ibution of information relative to these projects has been made to selected state view. If your agency was not included in the distribution and you desire to ment on any of the proposals, information will be supplied upon request.

Applicant	Project Description	Location	Admin. Dist.
hway Division	Molalla River State Park	Clackamas County	2
ley Migrant League	Migrant Program Administration	Marion County	3
ey Migrant League	Head Start	Marion County	3
eur County Court	Solid Waste Planning	Malheur County	14
Enforcement ncil-Executive	Planning for Juvenile Delinquency	Statewide	
side Water District	Rural Water Facilities Construction	Lakeside	7
amas County ice Dist. #1	Sanitary Sewer Plan	Clackamas	2
ect Statements			
hway Division	Boring Road-Mt. Hood	Clackamas County	2
ral Services ministration	Camp Adair Air Force Station Negotiated Sale	Benton County	4

NOTED
F.B. KLABOE

3-23-71

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MAR 15 1971
FOR FILING
7706

March 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Draft Environmental Impact Statement
Boring Road Section
Project F-156(-)
Mt. Hood Highway
Clackamas County

Dear Sir:

In accordance with the "National Environmental Policy Act Guidelines", we are submitting sixteen (16) copies of a "Draft Environmental Impact Statement" relative to the proposed highway project on the Boring Road Section of the Mt. Hood Highway, US26, in Clackamas County.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

cc: Tom Edwards
F. B. Klaboe
F. L. Hall
R. N. Chase
B. L. Gifford

RNC:ls

RECEIVED
FOR FILING

STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
XXXXXXXXXXXXXXXXX
Director

March 15, 1971

R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

Klaboe

Re: Boring Road Interchange-Mt. Hood Highway
Clearinghouse #71.0068

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. Local Government Relations Division approved "providing this project has been approved by the local Council of Governments." The Department of Geology and Mineral Industries approved and requested they "be notified when the road cuts have been completed so that we can examine the bed rock exposures while they are still fresh." Other agencies indicated the concurrence and approval.

We are pleased to add our approval and wish you every success.

A copy of this letter should acompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

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OFFICE OF
STATE HIGHWAY ENGINEER

Homq 3-18-71 CC Rubin

RECEIVED
MAR 16 19

FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

March 11, 1971

NOTED
F. B. KLABOE

Mr. Don B. Eklund
Heidi's Restaurant, Candy & Gift Shop
Rt 1, Box 900
Boring, Oregon 97009

Dear Mr. Eklund:

Mr. Rob Cameron is our resident engineer who will be working out the design and location details of the Boring Road interchange. When he developes his information in the areas adjacent to your facilities, we will be very happy to set up a meeting and go over mutual problems with you so that, in so far as possible, our interchange illl not only serve the major highways, but will be compatible with the adjacent developments.

I am, by a copy of this letter, passing your recent communication along to our Salem office for their information.

Yours truly,

L. W. Rulien
Regional Engineer

LWR:fb
cc Victor D. Wolfe
bc F. B. Klaboe
Frank Hall
R. R. Cameron

RECEIVED
MAR 1
OFFICE OF
STATE HIGHWAY ENGINEER

HEIDI'S
RESTAURANT, CANDY, & GIFT SHOP
Rt. 1, Box 900
Boring, Oregon 97009

Oregon State Highway Division
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Gentlemen:

The undersigned is the owner of the development known as Heidi's Restaurant and complex situated at the Boring Road crossing of the Mt. Hood Highway.

We have examined the preliminary plans for the Boring Road interchange and believe that these plans should be substantially modified to eliminate the creation of an even greater traffic hazard than now exists at the Boring Road crossing.

The proposed Boring Road interchange will eliminate two of the three accesses into our property. It appears that a retaining wall will be constructed along the area between the Boring Road and the Standard Oil filling station and the access into the project and to the filling station will be one access with a grade of approximately 10% with a sharp curve. With this limited access and with the grade, an extremely hazardous condition will be created for patrons coming into the project particularly during portions of the year when the weather is severe with icing and snow conditions. We estimate that during the peak hours of the day approximately 110 cars per hour will enter the complex and approximately 15% to 20% of this traffic during the summer months will involve campers, trailers and vehicles towing boats.

Accordingly, we sincerely request that an additional access be provided into the complex from the Boring Road and there is sufficient property available along the Boring Road and north of the Standard Oil filling station for such access. We would also suggest that the grade of the planned access into the complex be substantially reduced to a grade not to exceed 6%.

We would be happy to meet with representatives of the Highway Department to furnish additional details and information as may be required and we greatly appreciate the cooperation by representatives of your division in understanding our problems.

Very truly yours,

☐ DE ☐ [illegible] ☐ ADE ☐ OE
MAR 10 1971
☐ TE ☐ UE ☐ DES

RECEIVED
MAR 16 1971

FOR FILING

7206

March 8, 1971

Mr. Arthur W. Foster
Post Office Box 454
Sandy, Oregon 97055

Dear Mr. Foster:

In reply to your letter of March 5, I am having forwarded to you what maps we have left from the hearing concerning the Boring Road Interchange.

Thank you for your interest and your kind words concerning our hearing proceedings. We attempt to make them as fair and democratic as possible and still maintain order.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

JJE:mc

bc R. L. Porter (Att.)
Tom Edwards "
L. W. Rulien "
John J. Earley "

P.O. Box 454
Sandy, Oregon
3-5-71

Mr. Victor D. Wolfe
State Highway Division
State Highway Building
Salem, Oregon

Dear Mr. Wolfe:

Thank you for your letter of January 26th, 1971.

In response to numerous requests from students, I was wondering if you could send me 170 copies of the "Corridor and Design Hearing Map for the Boring Road Interchange on the Mt. Hood Highway", U.S. 26? I realize this is probably an unusually large request, but the interest and concern of the students about this situation has been exceedingly great. Please advise if there is any charge.

Also, as one of those who attended the hearing in Sandy last Tuesday night, I would like to congratulate you and your colleagues on the fairness and dispatch which seemed to characterize the proceedings. Your efforts are a credit to the whole state highway program.

Thanking you in advance for your kind attention to this matter, I am

Yours truly

Art Foster

RECEIVED
MAR 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM 8-30 (12-67)
MAR 10 1971
FOR FILE

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1971

SUBJECT:
Environmental Study Committee Meeting
March 4, 1971

Mr. R. W. Ellison
Asst. Program & Planning Engr.

Mr. Roy Olson
Landscape Engineer

Mr. Adrian Olson
Preliminary Design Engineer

Comments on "revised" Boring Road Interchange statement suggest that it be sent to FHWA as is for comment.

Some minor changes were made in Bend City Limits-Ward Drive Section statement.

Copies of environmental statement review process were circulated for comment.

Don Keyes sat in for Adrian Olson, who was absent.

NOTED
F.B. KLABOE

Ste Couper

S. J. Couper
Environmental Coordinator

SJC:ia

cc: F. B. Klaboe
W. H. Tebeau
Don Keyes
Gary Potter

RECEIVED
MAR 1 - 1971

FOR FILING

7706

Salem, Oregon
March 1, 1971

Mr. R. W. Ellison
Asst. Program & Planning Engr.

Mr. Adrian Olson
Preliminary Design Engineer

Mr. Roy Olson
Landscape Engineer

BUILDING

Environmental Study Committee
Meeting - February 26, 1971

The Boring Road Impact Statement was discussed in an effort to examine alternatives. Since none of the at-grade traffic controls that have been applied proved effective for all requirements, it was agreed that the grade separation as planned is the best compromise.

Local commercial developments and plans for future growth limit the application of a standard diamond-type interchange.

Some minor changes in wording of the text were recommended by committee members.

Mr. William Tebeau was included in the panel because of his position in Preliminary Studies.

S. J. Couper
Environmental Coordinator

SJC:ia

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau

RECEIVED
MAR 1 - 1971
FOR FILING

7706

March 1, 1971

Ms. Eleanor Fixen
2733 S. E. 59th Avenue
Portland, Oregon 97206

Dear Ms. Fixen:

Reference is made to your letter requesting data concerning the ages of drivers involved in accidents at the intersection of US26 and the Clackamas-Boring Road west of Sandy.

The following is the information requested:

Age Group	Number of Drivers
20 and Under	3
21 to 25	1
26 to 30	1
31 to 35	0
36 to 40	1
41 to 45	3
46 to 50	0
51 to 55	0
56 to 60	1
61 to 65	0
66 to 70	0
70 and Over	3

This information pertains only to those drivers entering or leaving US26.

If we can be of any further service, please advise.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

VPJ:wj srb

Dear Sir:

I would like to know the age group who have the most accidents on "Highway" 212 which is known as Blood Alley.

Yours Truly,

Eleanor B. Fifer

NOTED
LE GEORGE

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97301

MEMORANDUM

To: Agency Addressed
From: Federal Aid Coordination Unit
Subject: Notices of Intent to Apply for Federal Aid; Week ending February 26,

Distribution of information relative to these projects has been made agencies for review. If your agency was not included in the distribution and examine and comment on any of the proposals, information will be supplied upon

Date Received	Applicant	Project Description	Location
2/22/71	Benton County	Comprehensive Water and Sewer Planning (71.0061)	Benton County
2/22/71	Timber Water Association	Rural Water Facilities (71.0062)	Timber
2/22/71	Port of Portland	International Airport Apron Strengthening and Expansion (71.0063)	Portland
2/23/71	City of Dallas	Water and Sewer Facilities Improvement (71.0064)	Dallas
2/24/71	Mid-Willamette Valley CAA	Head Start - Full Year (71.0065)	Mt. Angel
2/24/71	Mid-Willamette Valley CAA	Head Start (71.0066)	Salem
2/24/71	Highway Division	Moore Park Development #5 (71.0067)	Klamath Falls
2/26/71	Highway Division	Boring Rd Intrchg-Mt.Hood Hiway (71.0068)	Clackamas County
2/26/71	Highway Division	Summit-Howard Prairie Access Road (71.0069)	Jackson County

MAR 11 1971

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97301

Young 3-3-71

[illegible]

y Addressed
al Aid Coordination Unit
es of Intent to Apply for Federal Aid; Week ending February 26, , 1971

ibution of information relative to these projects has been made to selected state
view. If your agency was not included in the distribution and you desire to
ment on any of the proposals, information will be supplied upon request.

Applicant	Project Description	Location	Admin. Dist.
ton County	Comprehensive Water and Sewer Planning (71.0061)	Benton County	4
ber Water sociation	Rural Water Facilities (71.0062)	Timber	2
t of Portland	International Airport Apron Strengthening and Expansion (71.0063)	Portland	2
of Dallas	Water and Sewer Facilities Improvement (71.0064)	Dallas	3
Willamette ley CAA	Head Start - Full Year (71.0065)	Mt. Angel	3
-Willamette ley CAA	Head Start (71.0066)	Salem	3
hway Division	Moore Park Development #5 (71.0067)	Klamath Falls	11
way Division	Boring Rd Intrchg-Mt.Hood Hiway (71.0068)	Clackamas County	2
way Division	Summit-Howard Prairie Access Road (71.0069)	Jackson County	8

NOTED
TOM EDWARDS

RECEIVED
FEB 26 1971

FOR FILING

7766

February 25, 1971

Columbia Region Association of Governments
429 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Attached for your review and comments as District clearinghouse fulfilling procedures for program evaluation, review, and coordination required by Section 204 of the Demonstration Cities and Metropolitan Act of 1966, and Title IV of the Intergovernmental Cooperation Act of 1968, please find completed Notice of Intent for the following project:

Federal Aid Primary	Boring Road Interchange Section Mt. Hood Highway Clackamas County

Upon completion of review, please forward your comments to Mr. L. H. Young, Program and Planning Engineer, State Highway Division. The review and comments by you, unless otherwise stated will be accepted as final consumation of both reviews. Should you require additional information to complete the Section 204 review, please indicate this along with your A-95 review comments. Your cooperation in this matter will expedite the processes of federal-aid programming.

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
W. H Tebeau
R. E. Royer
H. S. Cox
B. L. Gifford
R. N. Chase
L. W. Rulien
John Sheldrake

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

Project: Boring Road Interchange Sec.
Mt. Hood Highway
Clackamas County

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

February 25, 1971

FROM: Applicant Agency State Highway Division

Address Salem

Contact Person L. H. Young

Phone 6503

1. Project requires Emergency Board approval of agency federal fund limitation: Yes........ No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City --

County Clackamas Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways
Public Law No. and Title

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application........

---

4. **Estimated Project Cost**

Federal Share $ 1,095,000
Loan........ Grant X

Local Applicant Share (--)
(if any) $ --

State Agency Share $ 730,000

Other (Specify) $ --

Total $ 1,825,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

Indirect Cost Reimbursement

No X Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from ....% to ....%

When........

5. **Period Covered by Projects**

Beginning date August 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date August 1972

Will renewal be requested? Yes ☐ No ☒

6. **Estimated Application Filing Date** May 3, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

BORING ROAD INTERCHANGE SECTION, Mt. Hood Highway, Clackamas County

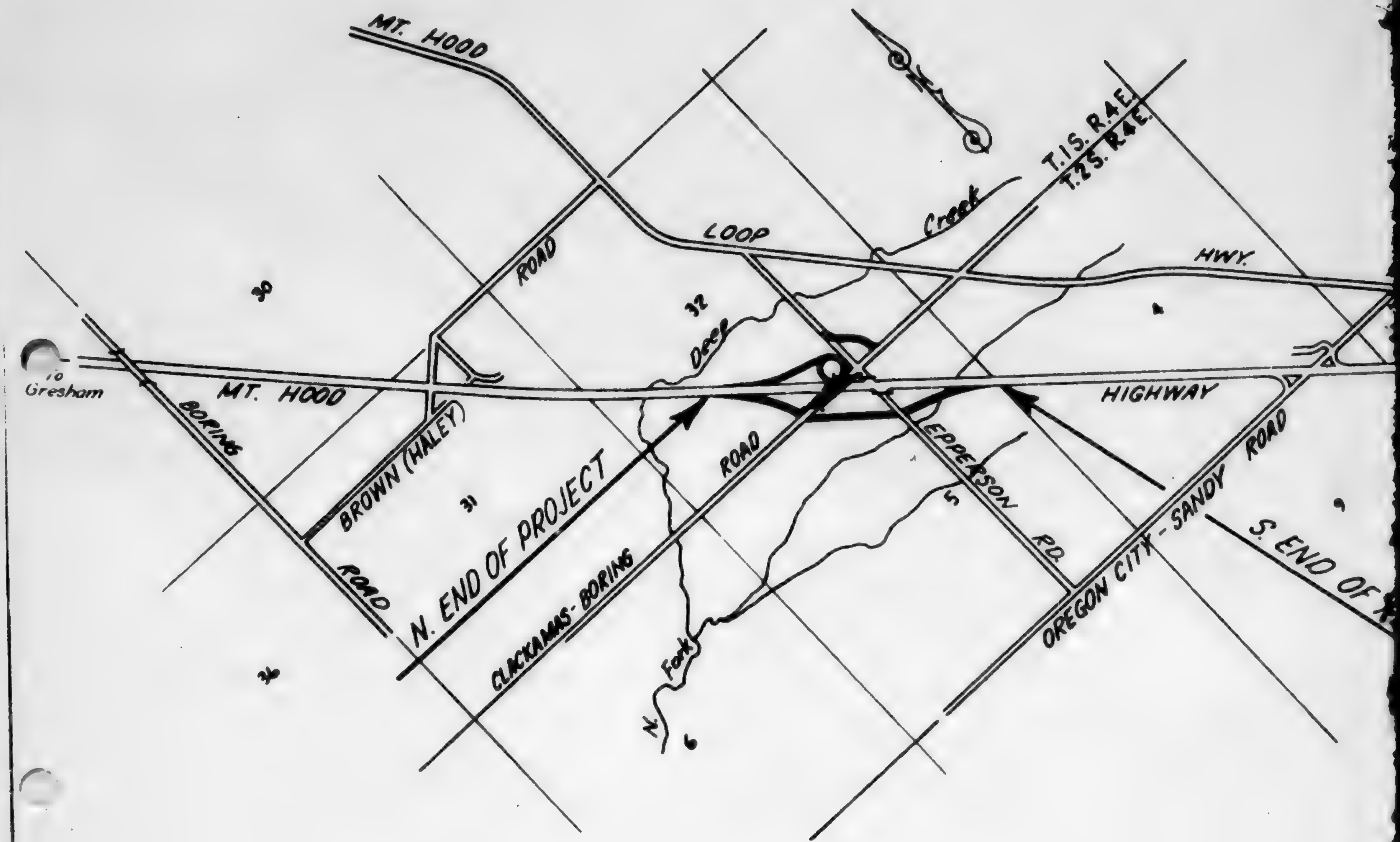
This project will consist of preliminary engineering, acquisition of right of way, grading, paving, structure and incidental work necessary to convert an existing at grade intersection to a full interchange.

The 1969 ADT is 7600 and the projected 1990 ADT is 14,000.

The proposed construction consists of a structure over the Mt. Hood Highway located on the existing Boring Road alignment, 1400 feet of Boring Road as approaches to the structure; a frontage road on the southerly side of the highway to connect Epperson Road to Boring Road; exit and entrance ramps for both eastbound and westbound traffic on the Mt. Hood Highway, and realignment of about 500 feet of Epperson Road northerly of Boring Road. The Mt. Hood Highway and the exit and entrance ramps will have complete access control.

This project is related to the "Goals for a Livable Oregon" by providing a full interchange where at present a dangerous grade intersection exists.

See attached map for geographical location.



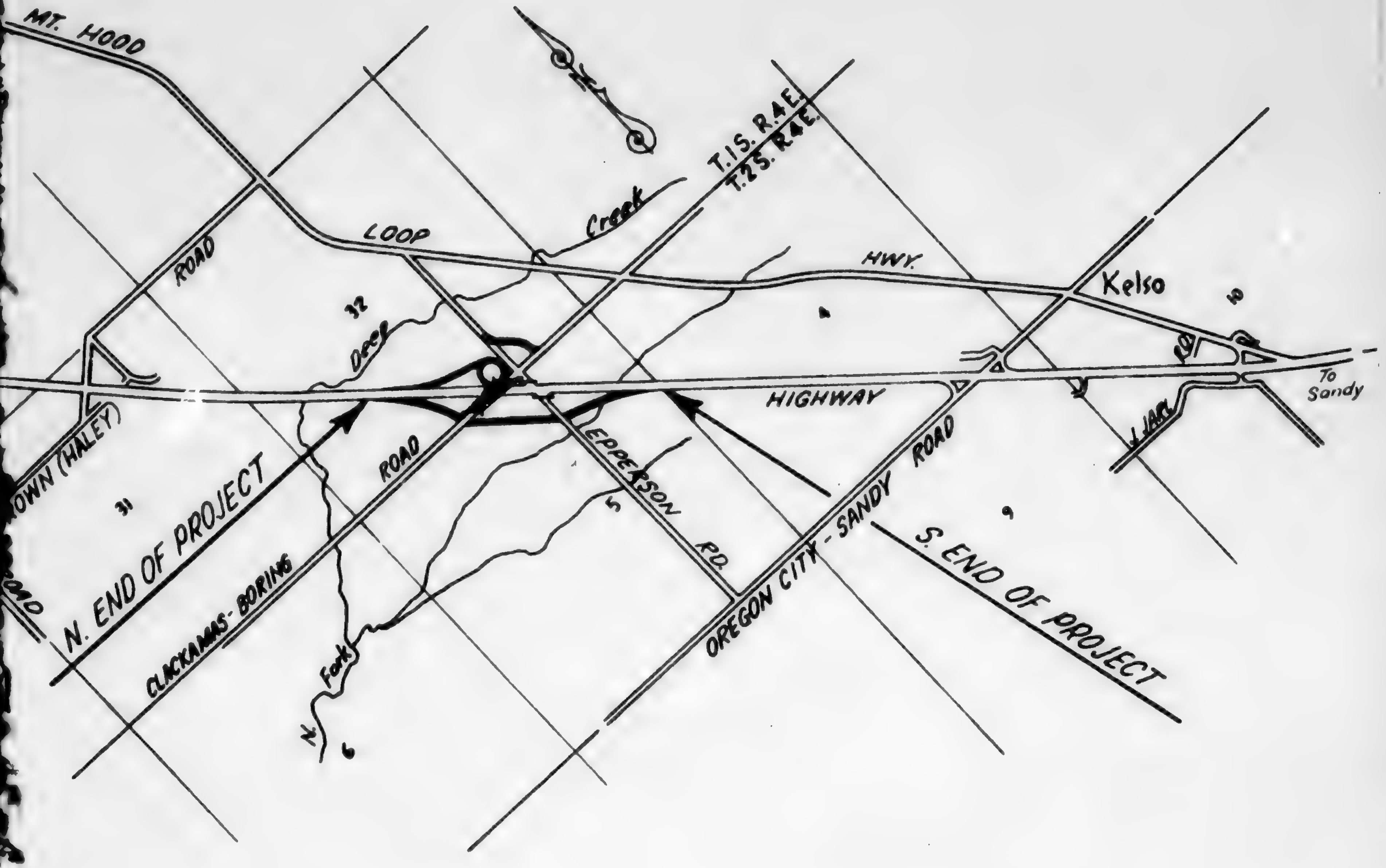
OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

BORING ROAD INTERCHANGE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

BORING ROAD INTERCHANGE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY

RECEIVED
FEB 26 1971
FOR FILING

7706

February 25, 1971

Executive Department
Federal Aid Coordination Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 2

Federal Aid Primary	Boring Road Interchange Section Mt. Hood Highway Clackamas County

The estimated date of filing for federal-aid funds on this project is May 3, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Attachment

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
H. S. Cox
B. L. Gifford
R. N. Chase
L. W. Rullen
John Sheldrake

BLG:aw

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Boring Road Interchange Sec.
Mt. Hood Highway
Clackamas County

February 25, 19 71

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ...... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City --

County Clackamas Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies --

3. **Federal Program**

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 U. S. C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application ......

---

4. **Estimated Project Cost**

Federal Share Loan ...... Grant X	$ 1,095,000	Source of State Agency Share	
Local Applicant Share (--) (if any)	$ --	General Fund	$ --
State Agency Share	$ 730,000	Other Funds (specify)	$ --
Other (Specify)	$ --	Indirect Cost Reimbursement No X Yes	$ ...... (Approx)
Total	$ 1,825,000		

Will Federal share change: No X

Yes, from ...... % to ...... %

When ......

5. **Period Covered by Projects**

Beginning date .... August 1971 (Original date, if project covers more than one year)

Length of time (weeks, months, or years) .... 12 months

Approximate ending date .... August 1972

Will renewal be requested? Yes........ No X........

6. **Estimated Application Filing Date** .... May 3, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

BORING ROAD INTERCHANGE SECTION, Mt. Hood Highway, Clackamas County

This project will consist of preliminary engineering, acquisition of right of way, grading, paving, structure and incidental work necessary to convert an existing at grade intersection to a full interchange.

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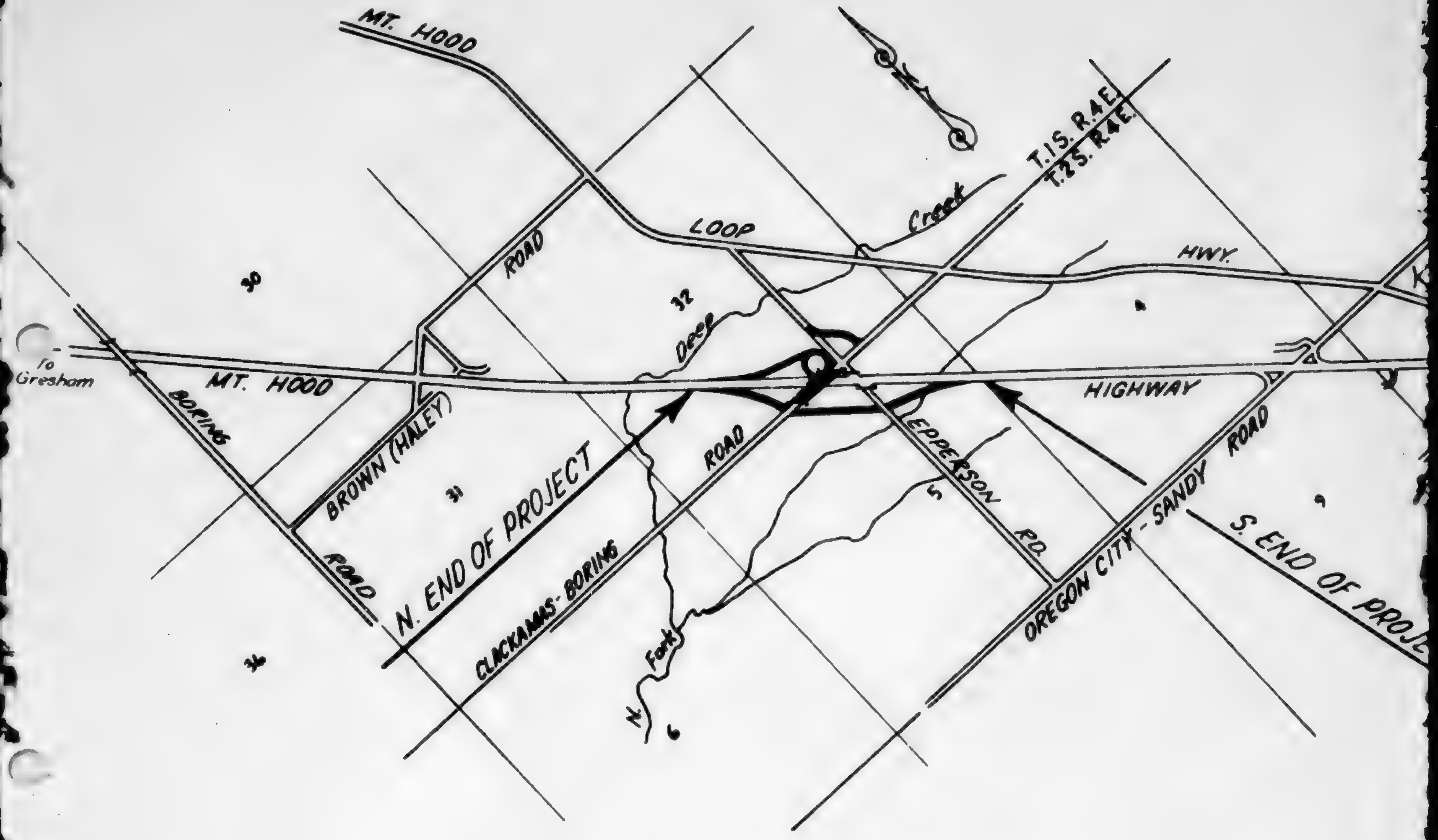
This project is related to the "Goals for a Livable Oregon" by providing a full interchange where at present a dangerous grade intersection exists.

See attached map for geographical location.



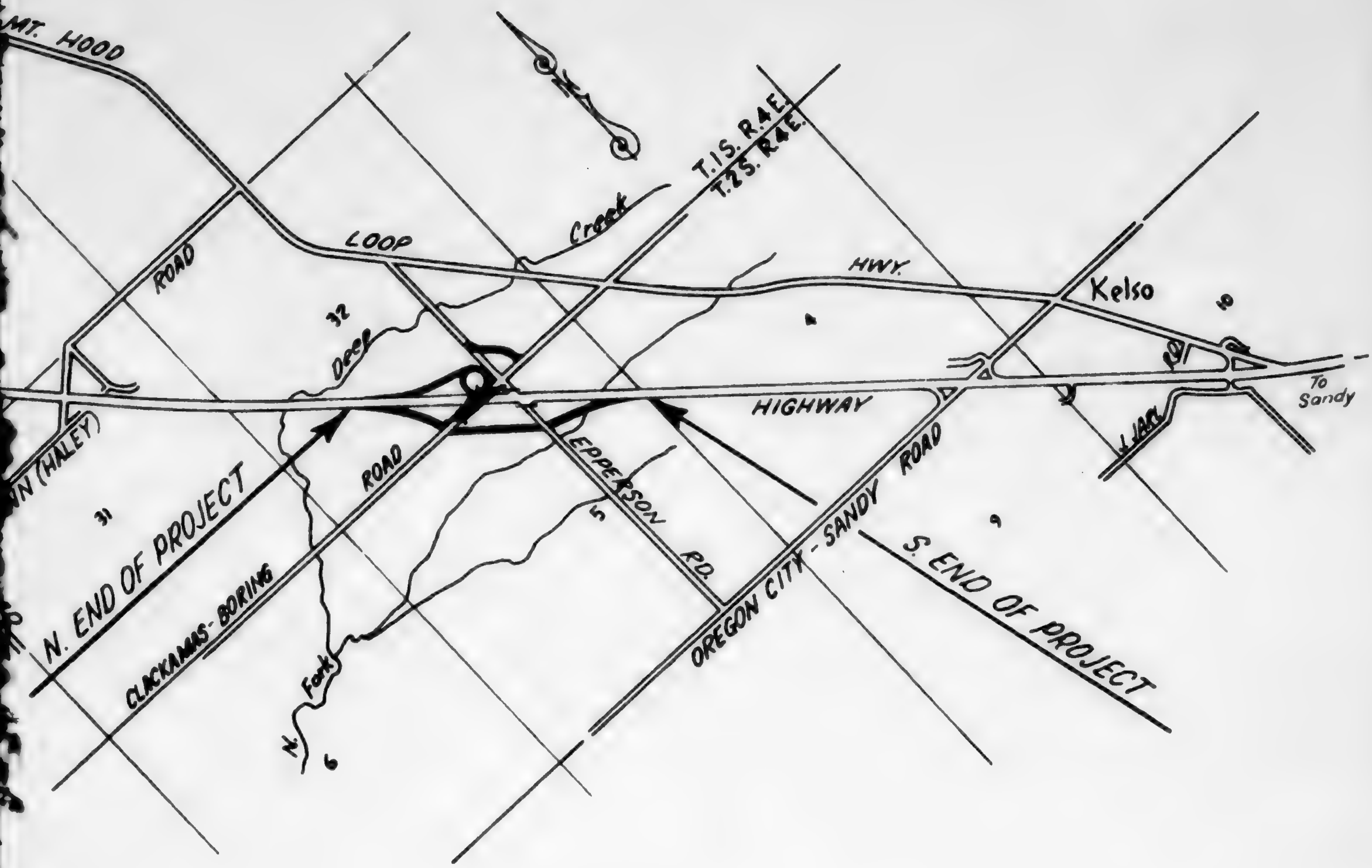
OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

BORING ROAD INTERCHANGE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

BORING ROAD INTERCHANGE

MT. HOOD HIGHWAY

CLACKAMAS COUNTY

RECEIVED
FEB 11 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 8, 1971

7706

Mr. W. S. Martin
Route 1, Box 225
Sandy, Oregon 97055

Dear Mr. Martin:

NOTED
R. L. PORTER

Re: Boring Road Interchange
Mt. Hood Highway, Clackamas Co.

Your letter postmarked February 6 regarding the Boring Road Interchange on the Mt. Hood Highway has been received.

We wish to thank you for your comments and interest in highway affairs.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

REFERRED TO
Porter
By Asst. State Hwy. Engr

Info

R. KLABOE

DNS: jp
cc: F. B. Klaboe w/attach.

RECEIVED
[illegible]

Action soon on interchange

Early action is expected on construction of a complete interchange on Mt. Hood Highway 26 at Boring Road.

L.W. Rulien, Oregon State Highway regional engineer, told The Post Tuesday the department "wants to get on with it."

State Rep. Norm Howard told The Outlook Tuesday that he [illegible] with Rod Porter, state highway engineer, who told him that Glenn Jackson, state Highway Commission chairman, has announced a new priority for building the interchange and that a decision could come at the next commission meeting.

The state already has money set aside for acquistion of the right-of-way, Rulien said.

Howard predicted Tuesday in Salem that "They (the State Highway Department) will get the money. This is a job they [illegible] to get done."

Rep. Howard has taken an especial interest in the Mt. Hood highway job since his nephew, Matt Shields, is chief of the Boring Fire Dept. which serves the area.

Rep. Howard told The Outlook that the Highway Dept. plans to miss the Heidi's restaurant and service station complex with the interchange. "This obviously will save many thousands of dollars."

A map detailing the state's plans is printed elsewhere in this week's Post.

Rep. Howard said that the interchange was "a million-dollar project."

There will be a formal hearing on the corridor-design of the interchange Tuesday, March 2, at 7:30 p.m. in the Sandy Grade School.

The project proposal consists of construction of the existing at-grade intersection to provide for a full interchange.

Informal informational sessions will be held in the Sandy City Hall on Monday, March 1, from 7-9 p.m., and on Tuesday, March 2, from 10 a.m. to 5 p.m. Plans for the project will be on display. Highway Division engineering and right-of-way personnel will be present to discuss the proposal with interested parties, Relocation assistance programs available will also be discussed.

This intersection has been particularly hazardous since the highway was widened three years ago. At least seven auto accident fatalities have occured.

Persons desiring information concerning the project may obtain it by contacting L.W. Rulien, regional engineer in Milwaukie, phone 654-7741, extension 262, or the Design Section, Room 224, State Highway Building, Salem 79310.

W.S.Martin.

Comments, & commentaries.

You do not need to baby sit, withe the psycho feww- that is the only reason the High-way Patrol exists.

There are adults who go all through life, needing a baby sitter.

You do not need to SAVE many thousands of &I,s, you do not need to SPEND, many thousands of $I,s, to baby sit with the bull-headed few.

The cummuters & the majority drive that intersection, right along, day in, & day out.

They do not induldge in bull-headedness, they obey the rules.

You have no record of any accident while a patrol car was watching, and even they,are not bull-head enough to defy the logging trucks.

For your sactimonious cost saving and your haloed spending a patrol could be stationed day and night, for the rest of his liife, and it would not cost a fraction of either one.

The tail-gater is a daily example of the state of mind, on which this item is founded.

The tail-gater could take his lane miles back,but the psycho gets mentally unbalanced, the first time you appear in his lane, so he comes bearing down on you, & me, with no indication of intentions, in his psycho state of mind no one is going to tell him to indicate, anything, you have no damn business leaving ahead of him,-

So he refuses to indicate before or after.

The shure way to move the psycho- into his lane, allowed him is to indicate that you are going to take it,

Almost instantly, his baby brain works his psycho- mind, HE' wants it.

When the tail-gater appears at the intersection, he creats your problem, he will die, before he conceeds the right away.

A. Olsen
RECEIVED
FEB [illegible] 1971
Scott
R. Olsen

7706 Boring Road Interchange Sec. 1972
Mt. Hood Hwy., SE of Gresham
(Grad., pav., struc., sign.) #1

RECEIVED
JAN 15 1971
FOR FILING

7706

January 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Attention Mr. Glen Green

Dear Mr. Simpson:

As requested in a telephone conversation to a representative of our Traffic Section, there is enclosed one copy of a Collision Diagram for the intersections of the Mt. Hood Highway with the Clackamas-Boring and Epperson Roads between Gresham and Sandy.

It is understood that this was requested by Gordon Brooks of your Washington office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall

VPJ:pb srb

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ____________ County Clackamas
Intersection of Mt. Hood Hwy. and ____________
Highway Number 26 (US 26) M.P. 19.53 to M.P. 19.65
Period Covered 6-28-66 to 6-30-70
Compiled by VBe Drawn by ____________ Date 10-19-70

LEGEND

- ● Person Killed
- ◁---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←— Property Damage Only
- ←+←+ Collision – Rear-end
- →+← Collision – Head-on
- ↙↘ Collision – Sideswipe

Fatals: Daylight surface dry Nbd. Car crossing hwy. after stopping, struck by Wbd. car. 1-24-67-3:40 P.M. 1 Killed. M.P. 19.64

Darkness, surface dry, Wbd. Car, making L/T struck by Ebd. pickup, struck stopped Nbd. car. 2-22-69-5:30 P.M. 1 Killed, 7 injured. M.P. 19.54

Raining, Nbd. car disregarded stop sign, struck by Ebd. truck-trailer. M.P. 19.64 4-23-70-6:27 P.M. 2 Killed.

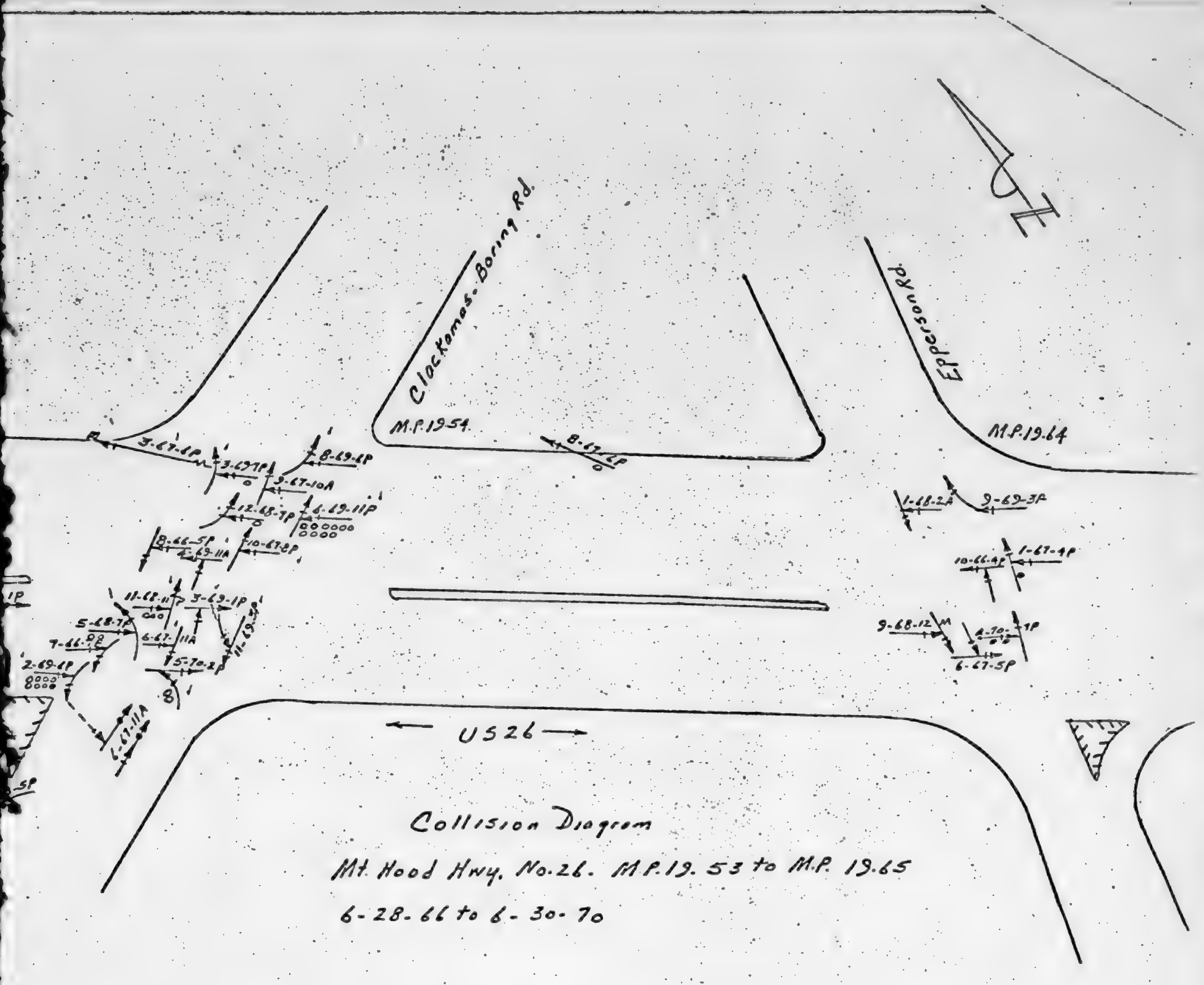
- ◁---- Path of Pedestrian
- ←— Path of Vehicle
- ◁---- Path of Animal
- ←+— Vehicle Moving
- ←○— Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭← Improperly Parked
- ←∞∞ Vehicle Overturned
- ←⋀⋁ Vehicle Skidded

* Darkness, raining Nbd. car disregarded stop sign, struck by Wbd. car. M.P. 19.54- 2 Killed, 8 injured. 6-26-69- 10:05 P.M.

*- Fatal did not get in '69 annual listing.

Jan, Feb, May June not available for 1969

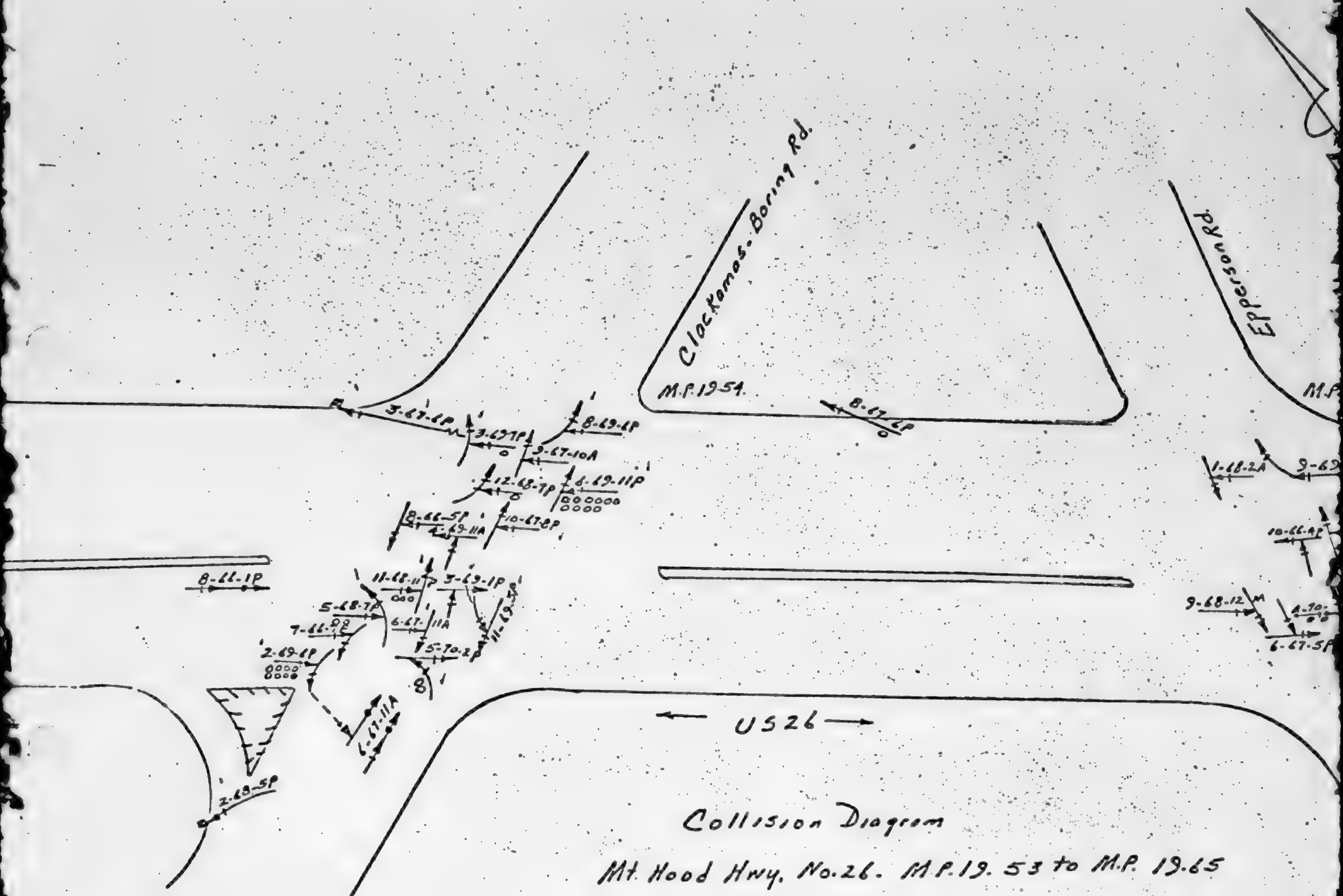
Collision Type	6-28-66-12-31-66				1967-1968				1969				6 Mos. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			2	2	1	2	5	8	1		2	3	1			1	3	2	9	14
Head-on																				
Rear-end			1	1			1	1			1	1							3	3
Sideswipe																				
Turning Movement			1	1		2		2	1	1	2	4		1		1	1	4	3	8
Parking																				
Non-collision						1		1										1		1
Fixed Object							2	2											2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL		-	4	4	1	5	8	14	2	1	5	8	1	1		2	4	7	17	25



Collision Diagram

Mt. Hood Hwy. No. 26. M.P. 19.53 to M.P. 19.65

6-28-66 to 6-30-70



Collision Diagram

Mt. Hood Hwy. No. 26 - M.P. 19.53 to M.P. 19.65

6-28-66 to 6-30-70

RECEIVED
JAN [illegible] 1971
FOR FILING

7706

January 7, 1971

Mr. Paul A. Federici, Director
Carmel Estates, Inc.
315 S. E. 102nd Avenue
Portland, Oregon 97216

Dear Mr. Federici:

Re: Boring Road Interchange, Mt. Hood Highway
Clackamas County

Enclosed is a preliminary layout of a revised interchange pattern at Boring Road which incorporates a two-way frontage road through your property between Boring Road and Epperson Road. This is as you suggested at our meeting of December 10 in this office.

As stamped, this is preliminary and subject to change; however, we are proceeding with the field work to stake the alignment on the ground and with the office work to establish the approximate right-of-way. We expect to hold the public hearing the latter part of February or early March. No final decision can be made until after the public hearing data has been compiled and analyzed.

If you have any questions, please contact me.

Very truly yours,

R. L. Porter
State Highway Engineer

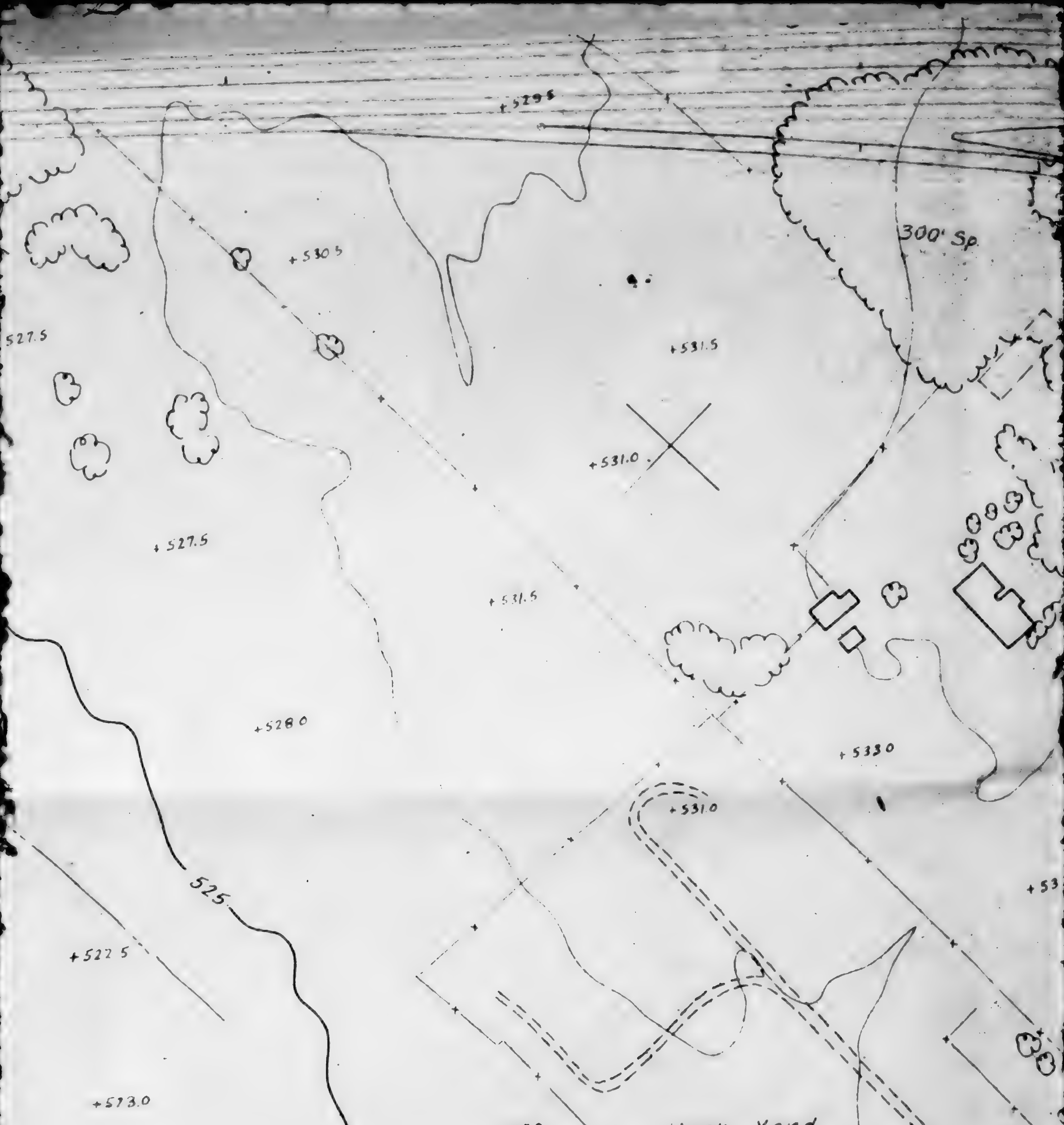
By

F. B. Klaboe
Assistant State Highway Engineer

Enc.

cc: R. L. Porter
Victor D. Wolfe
L. W. Rulien
Tom Edwards
F. L. Hall
M. W. Stovall

ADO:jp srb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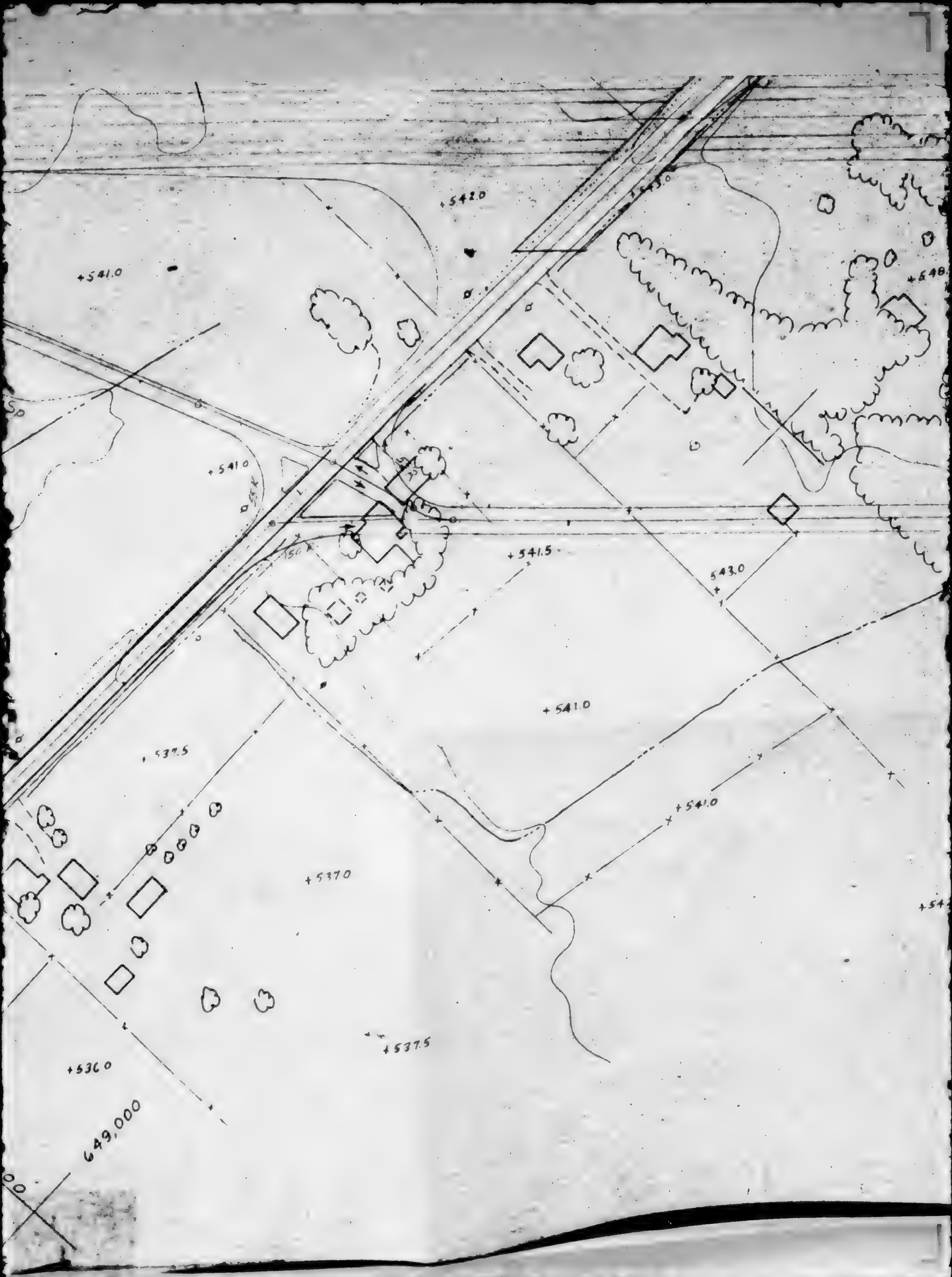
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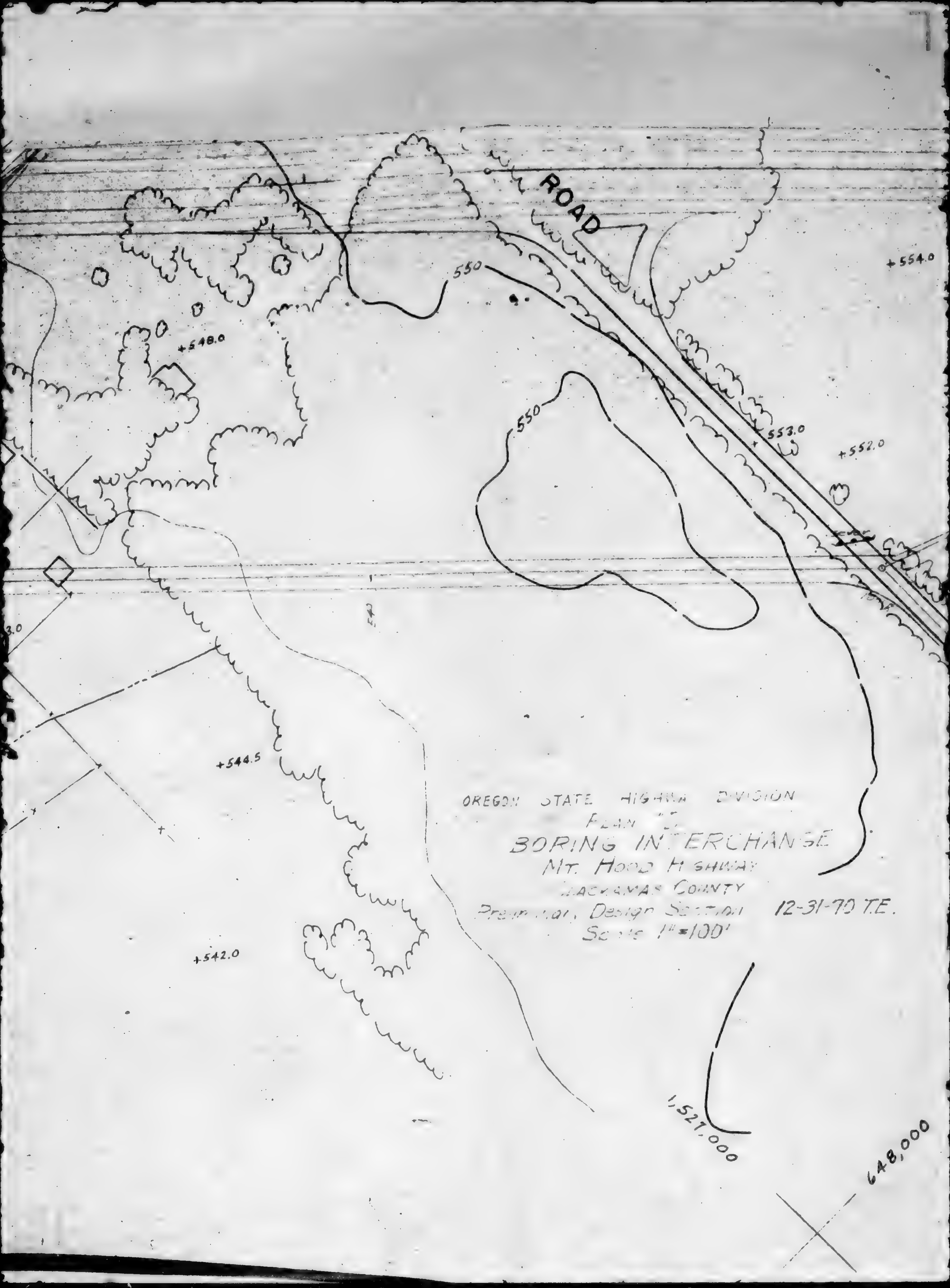
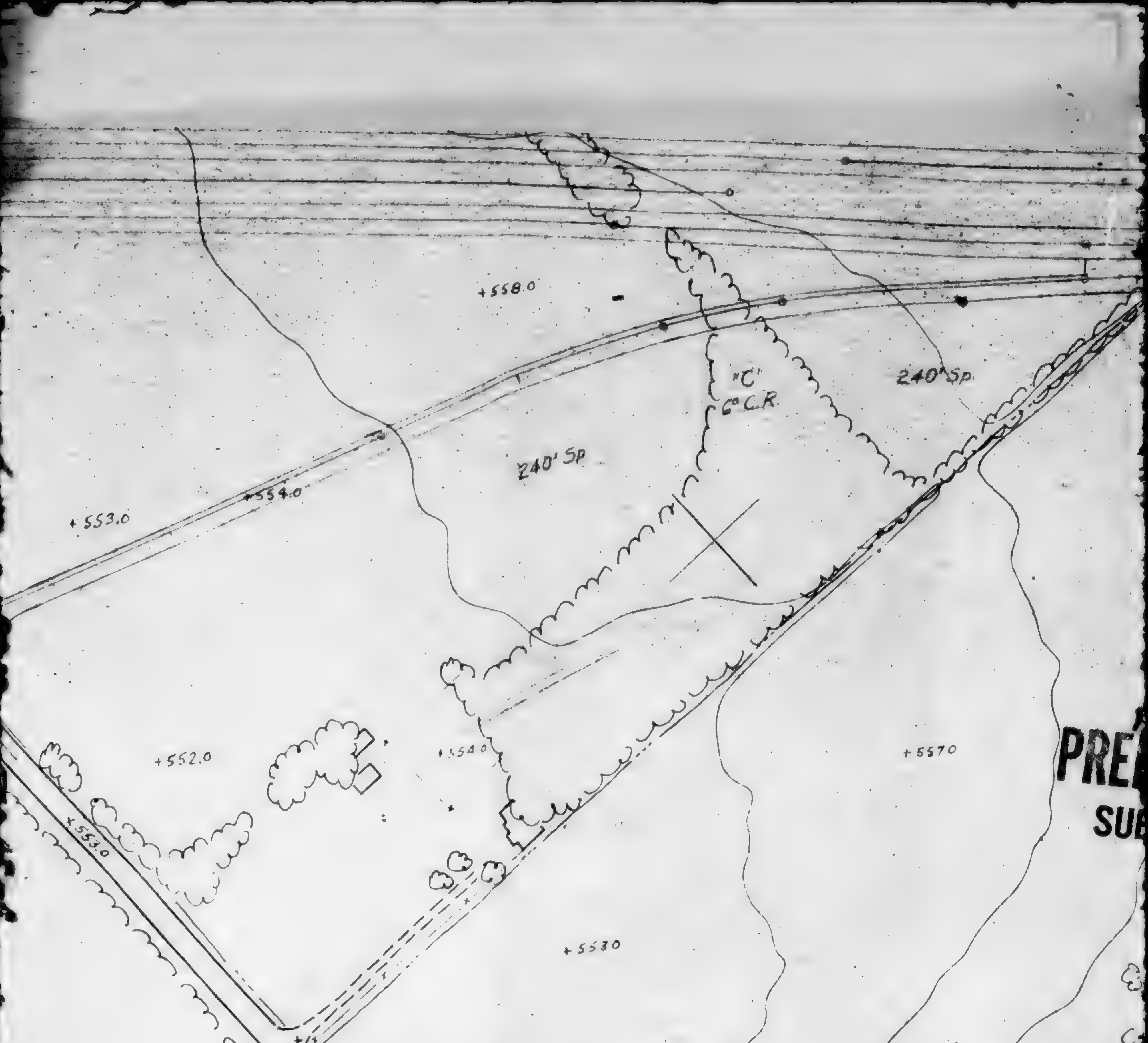


OREGON STATE HIGHWAY DIVISION
PLAN "E"
BORING INTERCHANGE
MT. HOOD HIGHWAY
CLACKAMAS COUNTY
Preliminary Design Section 12-31-70 T.E.
Scale 1"=100'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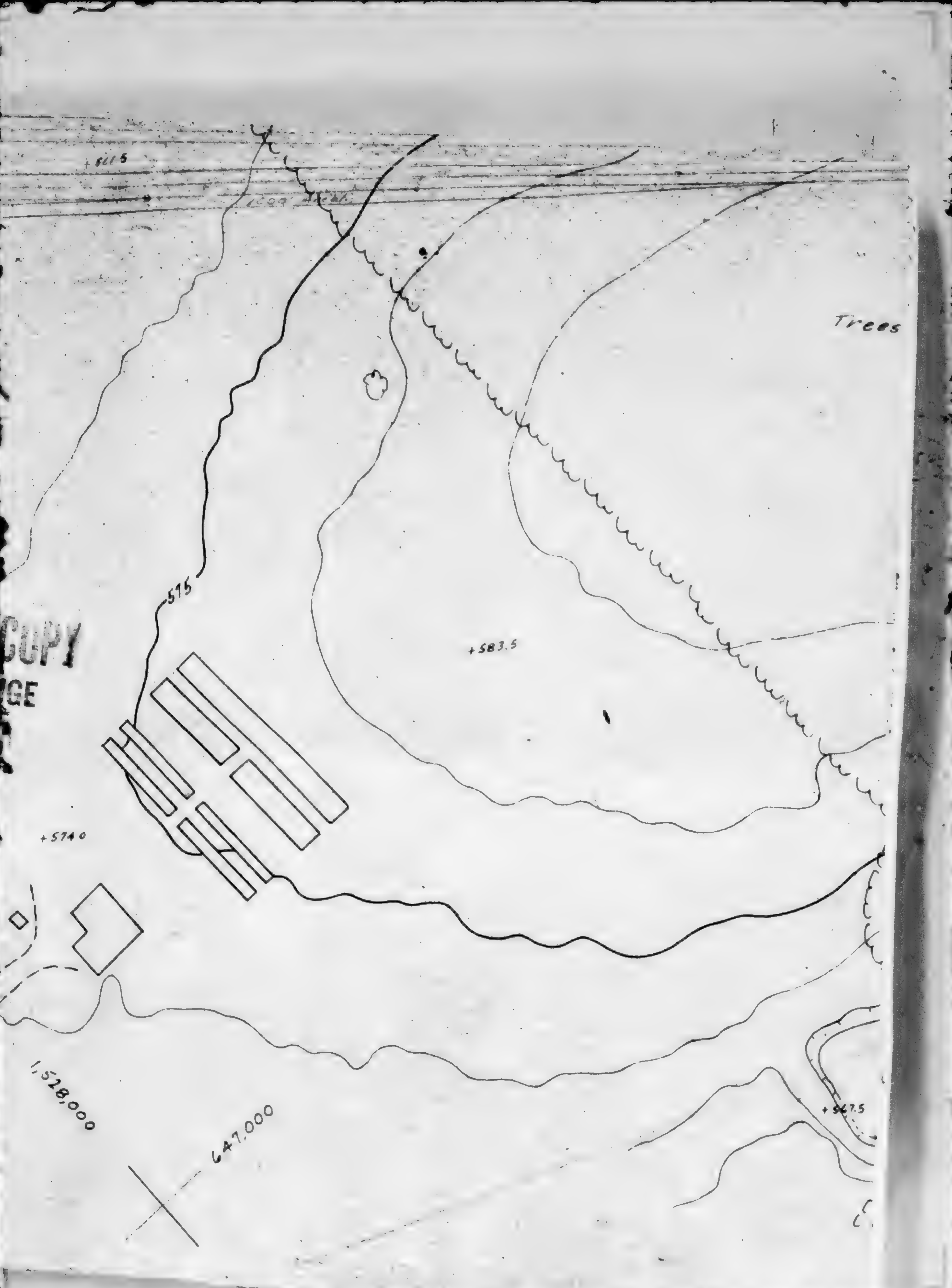
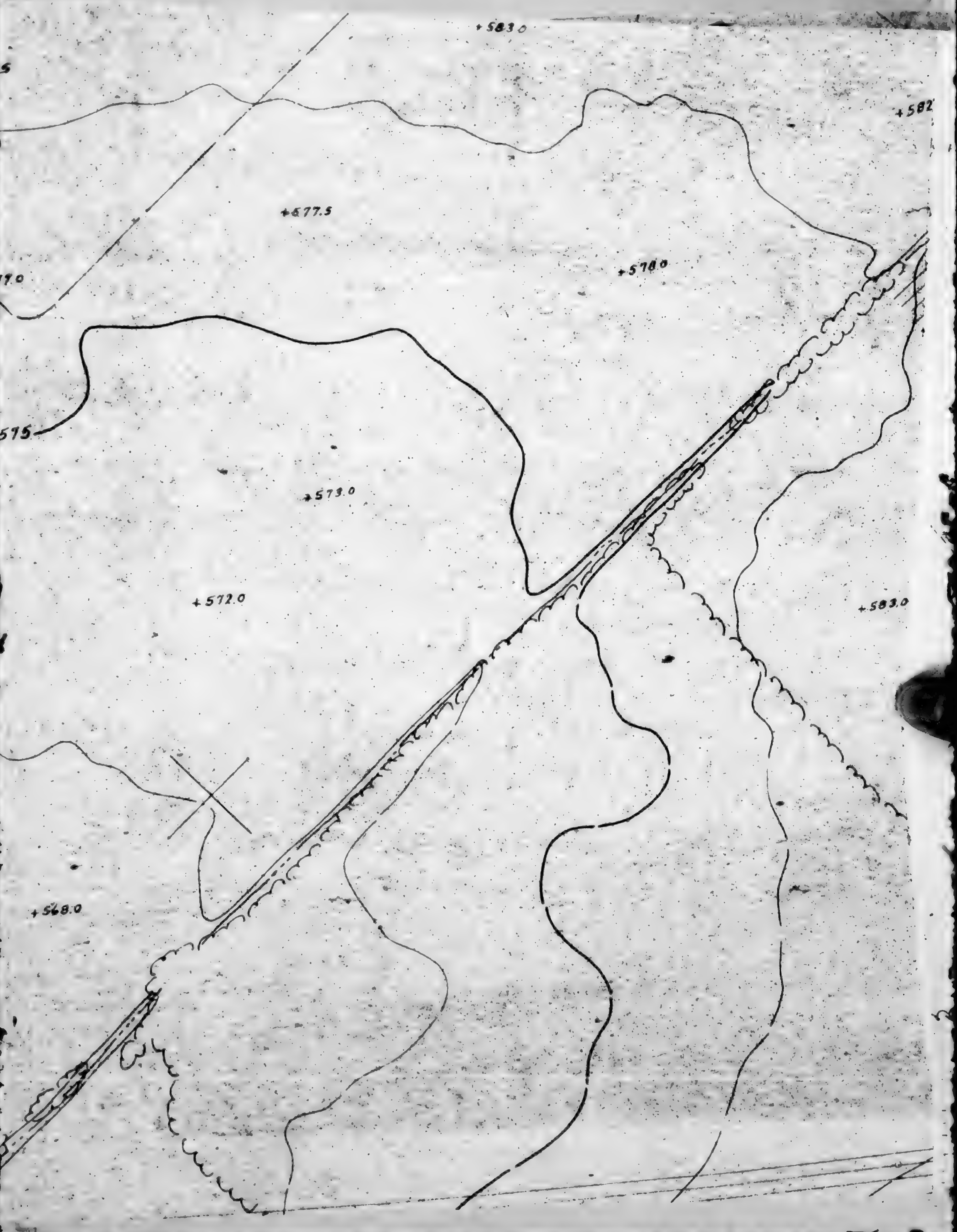


CUPY
GE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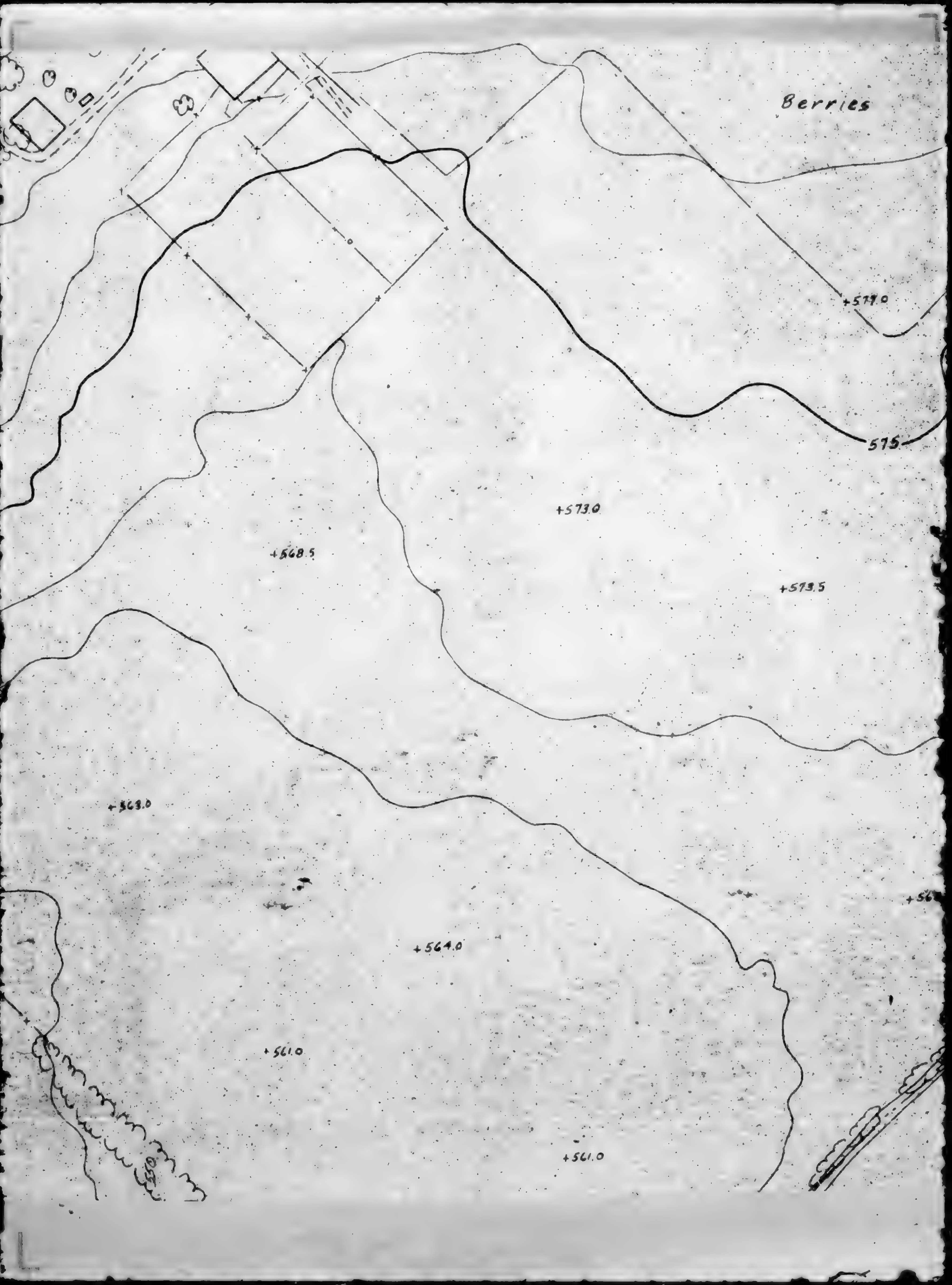
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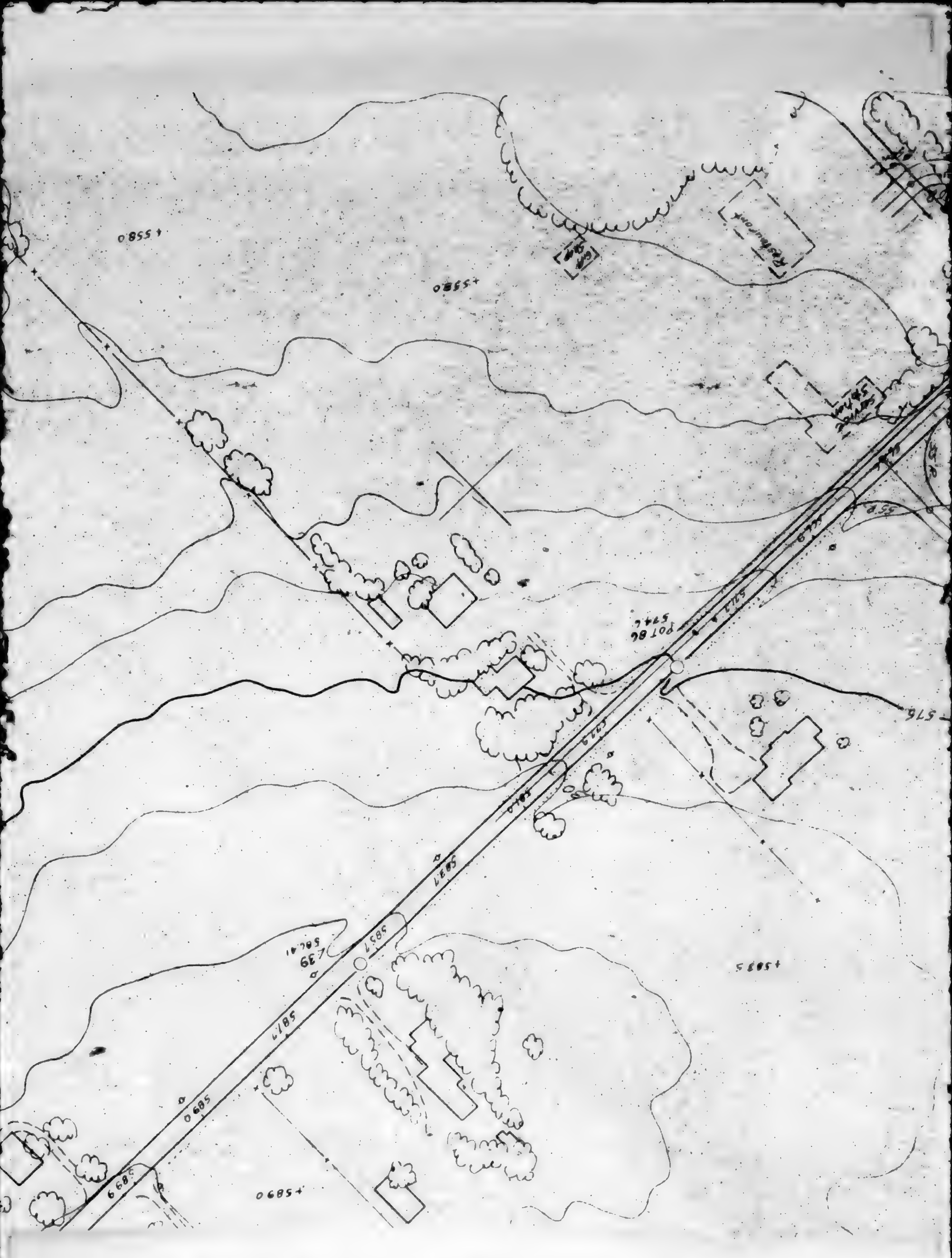
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Restaurant
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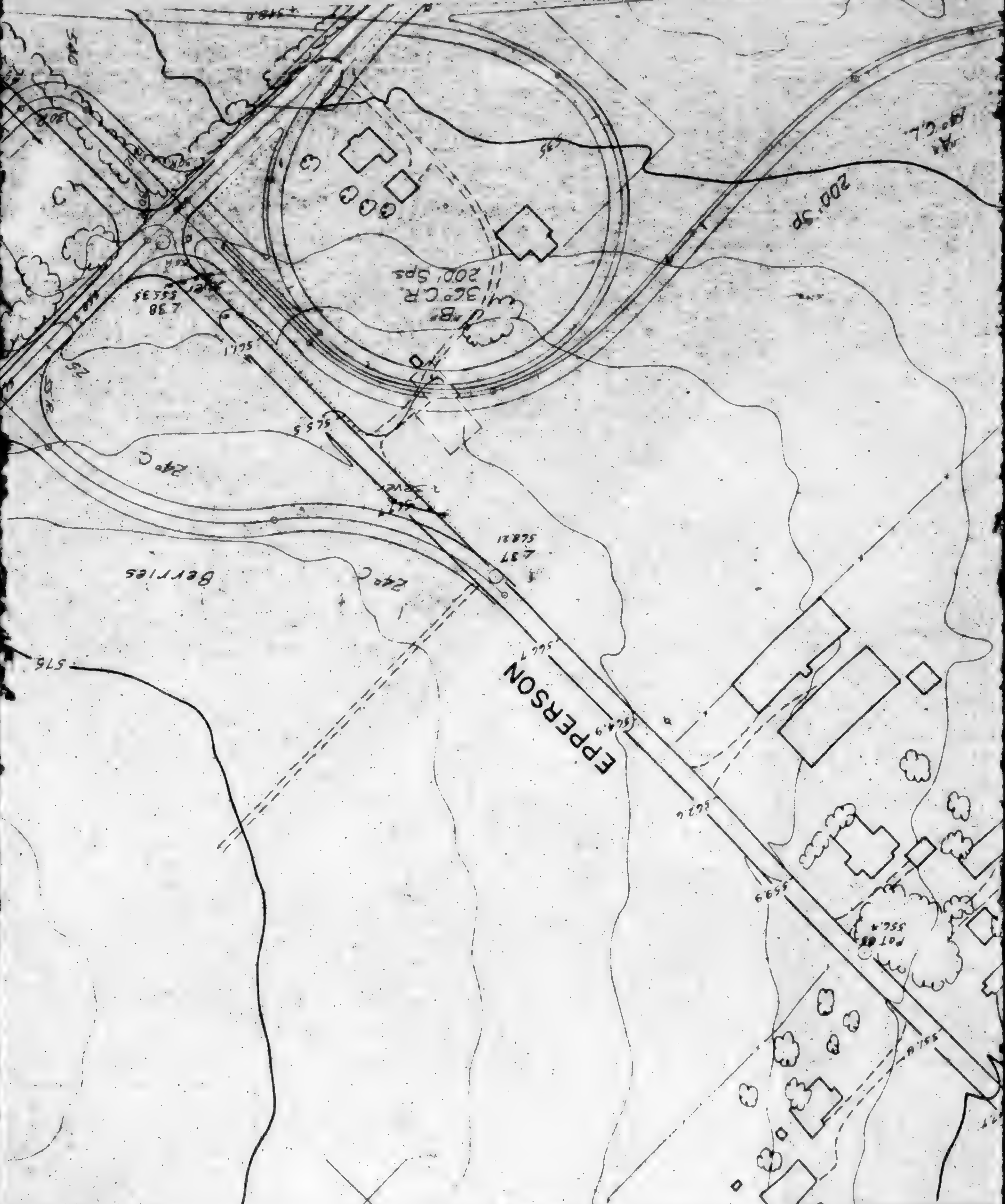

EPPERSON
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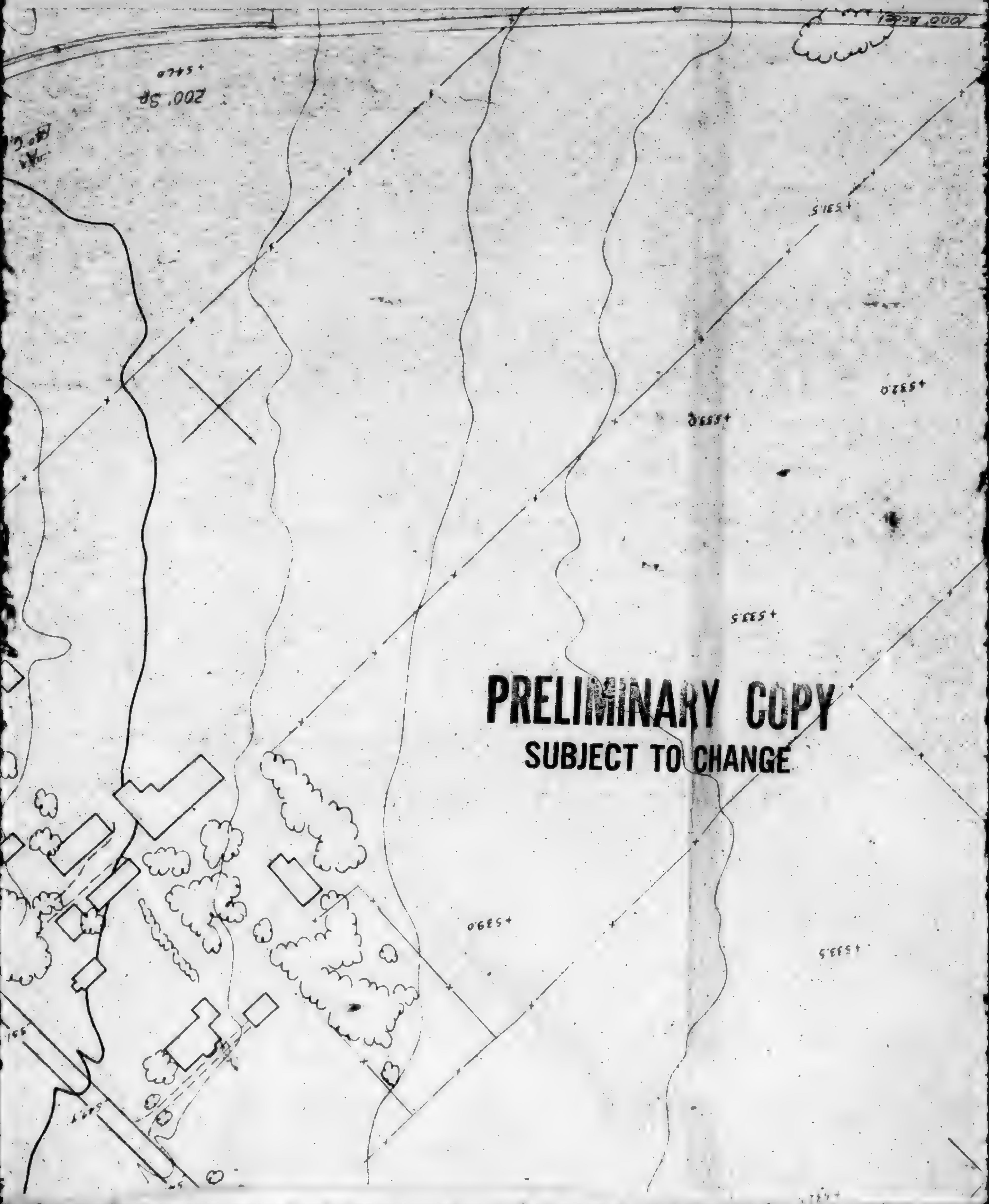
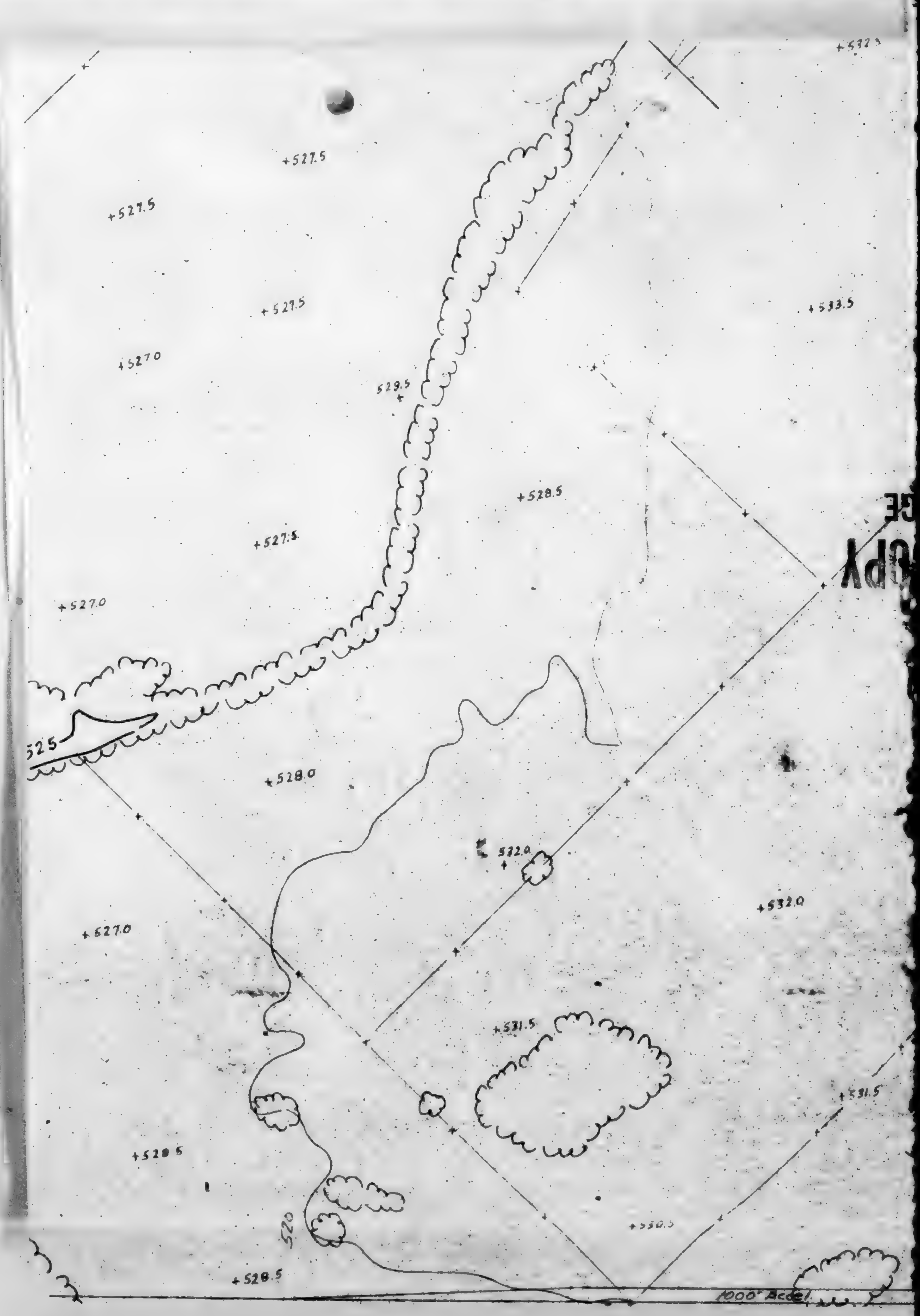


PRELIMINARY COPY
SUBJECT TO CHANGE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RECEIVED
DEC 21 19[illegible]

FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

Maint
Traf
[illegible]

December 4, 1970

Carmel Estates, Inc.
315 S.E. 102nd Avenue
Portland, Oregon 97216

Attention: Mr. Paul A. Federici, Director

Dear Sir:

Thank you for your letter indicating your understandable concern to know our plans for highway improvements at the intersection of the Mt. Hood Highway (26) and Boring Road (212). Our Design Section in Salem has been working very hard to develop a proposed plan, our Highway Commission has considered the need and has indicated approval for right of way acquisitions, and we are moving with all the dispatch possible; however, these things do take time.

As indicated to you on the phone, Mr. F. B. Klaboe, Assistant State Highway Engineer in Salem, will be available on December 10 at 10:00 for a meeting with you and will have the latest information available.

Yours truly,

L. W. Rulien
L. W. Rulien
Regional Engineer

LWR:fb
cc F. B. Klaboe
bc Frank Hall
M. W. Stovall

NOTED
F. B. KLABOE

RECEIVED
DEC 7 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Carmel Estates, Inc.
315 S.E. 102 Avenue
Portland, Oregon 97216
November 24, 1970

Mr. L. W. Rulien
Department of Transportation
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Rulien:

It is now over two weeks since my meeting with you in your office, and over thirty days since meeting with Mr. Stovall, in which I was advised that the proposed new alignment for the Mt. Hood Freeway (26) would be submitted for examination.

We wish to advise you that since my meeting with you that Texaco has placed a hold upon the escrow with Carmel Estates,Inc., wherein Texaco is purchasing a service station site on Highway 212 at its intersection with the Mt. Hood Freeway (highway 26) being one and one-half miles east of Boring, Oregon.

This hold has had the effect of jeopardizing the purchase of the Wallace Thompson property (a parcel of which is included in the Texaco transaction), inasmuch as the earnest money agreement to purchase same by Carmel Estates,Inc. terminates December 1, 1970.

It appears from the sketches drawn at the time of our meeting that three additional service station sites, a restaurant, a 100-unit motel, and two commercial buildings proposed for construction by Carmel Estates,Inc. will be wiped out, leaving a distorted uneconomical piece of property previously zoned for 12 acres Commercial and 14 acres Apartment-Residential. The project has been seven years in the making, with target date set for the spring of 1971, Texaco being the catalyst to generate the development.

We are confused as to our present status, the non-receipt of an encroachment permit to enable Texaco to commence construction, and have had to halt the architectural and design work of our architects and design engineers. In view of the above, we believe it most urgent to meet with you and your representatives outlining your proposal in order that we may determine in the future which course of action we must take. Please let me hear from you at an early date.

Yours truly,

CARMEL ESTATES,INC.

by Paul A. [illegible]
Director

[illegible]
DEC 28 1970
FOR FILING

7706

December 23, 1970

Ms. Margie Largent
President
Clackamas County Associated
Chambers of Commerce
102 Ninth Street
Oregon City, Oregon 97045

Dear Ms. Largent:

Chairman Glenn Jackson has forwarded your December 21 letter urging an interchange at the intersection of the Mt. Hood Highway and Boring Road to this office for reply.

The Highway Commission is endeavoring to take such interim steps as are necessary to safeguard this intersection until the time comes when financing can be found to construct an interchange.

As you may know, the Commission has authorized the acquisition of right-of-way but has not, as yet, been able to provide financing for the construction involved.

We appreciate your interest in traffic safety.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

Clackamas County

Associated Chambers of Commerce

102 NINTH STREET

OREGON CITY, OREGON 97045

Dec. 21, 1970

State Highway Commission
Glenn Jackson, Chairman
State Highway Building
Salem, Oregon 97301

Gentlemen:

The Clackamas County Associated Chambers of Commerce, representing eight chambers in Clackamas County, endorse an overcrossing at the junction of Highway 26 and Highway 212 in east Clackamas County.

During its Nov. 9 and Dec. 14 meetings in Sandy and Estacada, C.C.A.C.C. representatives were told 18 traffic deaths -- including eight at the intersection -- have occurred since the opening of the freeway some three years ago.

The section of freeway between Sandy and Gresham has become known as Blood Alley.

We recognize you receive a number of requests to amend traffic situations, but based on the aforementioned we believe the overcrossing must be placed high on your priority list.

Thank you for your prompt attention.

Cordially,

Margie Largent

Margie Largent, President

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DEC 8 - 1970
FOR FILE

7706

December 8, 1970

Mr. Ernest Woods
Route 1, Box 267
Eagle Creek, Oregon 97022

Dear Mr. Woods:

Thank you for your letter suggesting corrections at the crossing of Highways 26 and 212.

In many instances, the State is not free to install right-angle crossings in that it is necessary that agreement be secured with the local jurisdiction having control of the crossing facility.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

TE:ja

bc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

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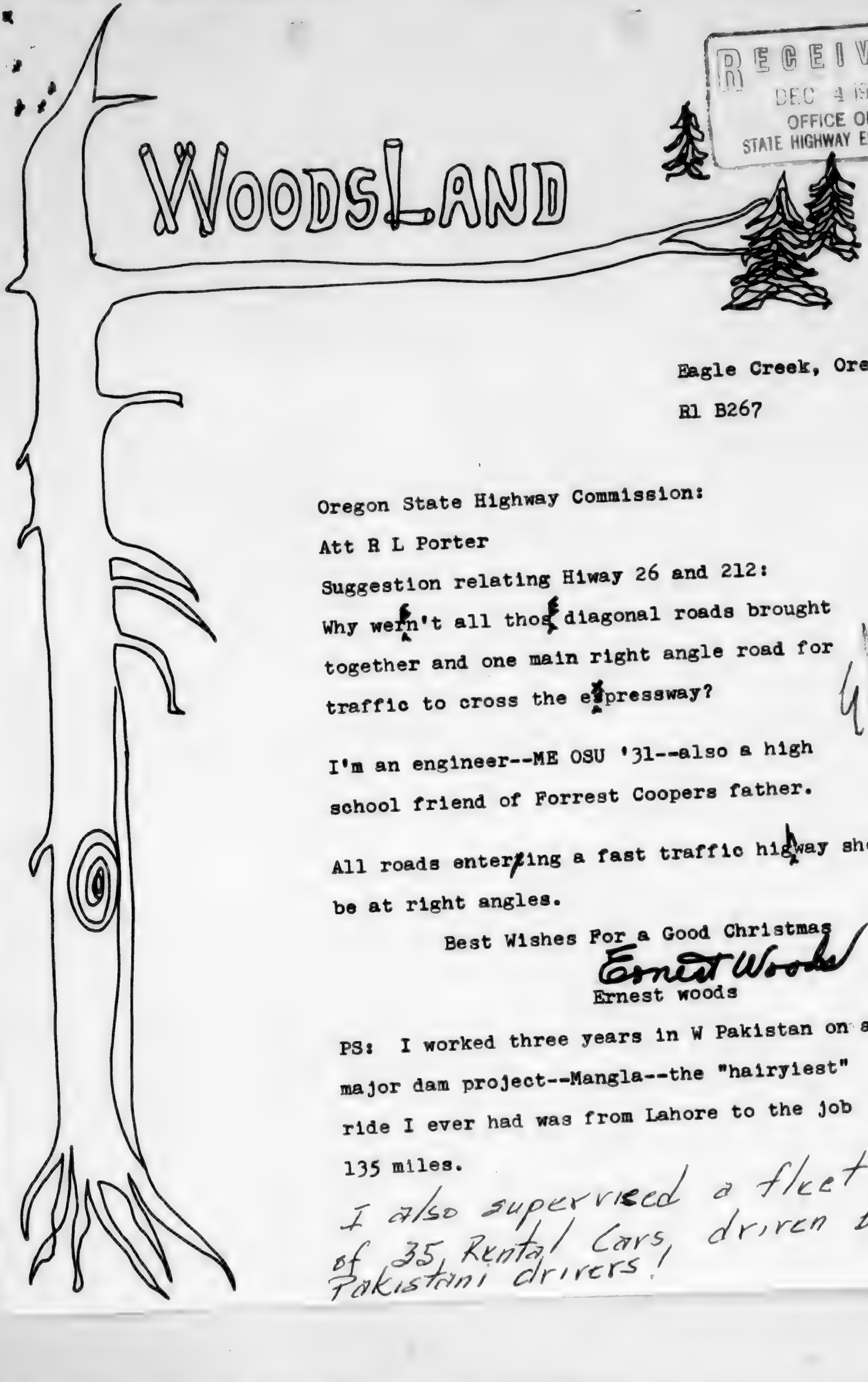
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER



Eagle Creek, Ore 97022
Rl B267

Oregon State Highway Commission:

Att R L Porter

Suggestion relating Hiway 26 and 212:

Why weren't all those diagonal roads brought together and one main right angle road for traffic to cross the expressway?

Edwards

I'm an engineer--ME OSU '31--also a high school friend of Forrest Coopers father.

All roads entering a fast traffic highway should be at right angles.

Best Wishes For a Good Christmas

Ernest Woods

Ernest woods

PS: I worked three years in W Pakistan on a major dam project--Mangla--the "hairyiest" ride I ever had was from Lahore to the job 135 miles.

I also supervised a fleet of 35 Rental Cars, driven by Pakistani drivers!

Form E-147—10M

OREGON STATE HIGHWAY
DEPARTMENT

COLUMNAR TABULATION SHEET

INTERSECTIONAL ACCIDENTS
Gresham-Sandy Section
Mt. Hood Highway
January 1, 1966 to June 30, 1970

State Printing

Intersection	Type Accident	Driver Age 1/		D
Orient Drive	Injury	69 2/	Crossing h	
Epperson Road	Fatal	75 2/	Crossing hig	
Epperson Road	Fatal	47	Crossing hig	
Epperson Road	P.D.	69 2/	Right turn	
Epperson Road	P.D.	—	Crossing h	
Epperson Road	P.D.	35	Crossing h	
Clackamas-Boring Road	Fatal	25 2/	Apparently	
Clackamas-Boring Road	Fatal	18	Left turn	
Clackamas-Boring Road	P.D.	73 2/	Left turn	
Clackamas-Boring Road	P.D.	17 2/	Left turn	
Clackamas-Boring Road	P.D.	83	Crossing h	
Clackamas-Boring Road	P.D.	18	Crossing hi	
Clackamas-Boring Road	P.D.	45 2/	Left turn o	
Clackamas-Boring Road	P.D.	—	Left turn o	
Clackamas-Boring Road	P.D.	40	Left turn	
Clackamas-Boring Road	Injury	27	Crossing hig	
Clackamas-Boring Road	P.D.	58 2/	Right turn i	
Clackamas-Boring Road	P.D.	41 2/	Left turn of	
Clackamas-Boring Road	P.D.	74 2/	Crossing hig	
Clackamas-Boring Road	P.D.	42 2/	Crossing h	

1/ Refers to driver entering from side road.

2/ Area resident.

SHEET .... OF .... SHEETS

Driver Action"
sing highway
ing highway - failed to stop
ing highway
turn off highway
ing highway
ing highway
ently crossing highway
turn off highway
turn into highway
turn off highway
ing highway
ing highway
urn off highway
turn off highway - single veh. accident
turn into highway
ng highway
turn into highway
turn off highway
ng highway
ng highway

road.

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

1970
FILING

7706

November 30, 1970

Mrs. L. D. Kipp
Post Office Box 174
Wemme, Oregon 97067

Dear Mrs. Kipp:

Thank you for your recent letter concerning the Mt. Hood Highway and particularly the intersection at Boring and Epperson Roads.

Your Highway Commission has the section under surveillance and has placed the intersection proper under a reduced speed zone. I believe that with added delineation and cooperation from the motorists, this section will be safe until such time as it can be converted to full freeway standards.

I appreciate hearing from you and will see that the Highway Commission has a copy of your correspondence.

Sincerely,

Governor

TM:mc
bcc: R. L. Porter

COPY

RECEIVED
DEC 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

3

KIPP TO HWY 11/13

P.O. Box 174
Wemme, Oregon 97067
Mrs. L.D. Kipp

Dear Governor McCall;

Fifty bad accidents and nine deaths later I am writing again, regarding Highway 26, at the intersection near Heidi's restaurant.

I drive the road to and from my office in Milwaukie and have almost met disaster as the drivers cannot see the sign to turn left for Damascus, for there are too many signs lined up which block it from view. The Epperson road turn-off and the Damascus turn-off are too close together for safety. (Epperson Road should come off of the road leading to Boring.) There are no lights on the highway to warn approaching motorists of the turn-off, and the drivers cannot see the signs at night with the poor lighting. (There are two constuction signs, one at Aldercreek and the other at Wemme, with two flashing lights apiece, but there are none at this intersection except a flshing ~~caution~~ Red light.

I'm appalled that my tax dollars have gone for a highway only to make it a speed trap for motorists, consuming the efforts of our police when that is not the trouble.

I'm also well aquainted with this stretch of the highway and would be glad, in fact more than glad to point out the trouble to the highway engineers, or take the oregonian out and send you pictures.

Please do not write me again and explain the difference between a highway and a freeway as I'm well aware of the difference.

Tonight we had another narrow escape, a man did not know he was approching the highway, in the pouring rain.

I anxiously await your reply.

Thank You;

Mrs. L. D. Kipp

Mrs L D Kipp

NOV 13 1970

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 21 1968
FOR

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 19, 1968

Mrs. Lou Kipp
1406-B 21st Street
Milwaukie, Oregon

Dear Mrs. Kipp:

I have discussed your letter in which you refer to the Gresham-Sandy Section of Highway 26 with Forrest Cooper, State Highway Engineer, as he informs me as follows.

This particular section of highway carries heavy traffic and is subject to week-end peaks which made the old section completely inadequate for the expenditious movement of traffic.

Studies and surveys for improving the situation were undertaken by the Highway Department to determine what could be done with funds available to eliminate this bad bottleneck. It became apparent that funds were just not available to build a freeway section which adds very substantially to the cost; therefore, the project was constructed as an expressway with some grade intersections. While it would be ideal to build all such type roads as freeways, the cost would be tremendous and the funds are just not available. In spite of the fact that it is not a freeway, the new facility is far safer than the old and with prudent driving, should not produce a bad accident pattern.

Sincerely,

Governor

TM:ma

bcc: Mr. Forrest Cooper

COPY

RECEIVED
MAR 20 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DIVISION

Rural Motor Vehicle Accident Listing

LOCATION	COLLISION TYPE													CLASSIF.			Persons Killed	Persons Injured	REMARKS
Gresham To Sandy 4 Lane section Hwy. No. 26 Rte. No. US 26 From M.P. 14.23 To M.P. 23.44 Period Covered: 6-28-66 to 12-31-67	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous	ALL COLLISIONS	Fatal	Non-Fatal	Prop. Damage			1967 Last 6 Mos. Adt. Not Included
6-28-66 To 12-31-66													30				2	23	
1967													32				2	29	
9.21 miles TOTAL													62				4	52	1½ Years Acc. Rate 1.77 Acc./MVM [illegible]
Adt. 6900																			

REP TO HWY 3/14

140[illegible] B. 21st st.
Milwaukie Ore.
97222

Dear Governor McCall:

I am writing regarding Hiway 26 - Jct of Hiway 212 - 4 1/2 West of Sandy Oregon.

Comeing down off the Mtn. it is almost impossible to see this turn off, as well as I know about where I should turn. its hazardas.

the tax payers built a beautiful freeway, or should be. But has cross streets.

I feel the hiway eng. could cut down on our hiway accidents. with additional planning for some of these things.

Mrs. Lou Kipp

RECEIVED
MAR 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
DEC 4 1970
FOR FILING
7706

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 30, 1970

Mr. James Montgomery
Montgomery Insurance Agency
2336 N.E. 22nd Avenue
Portland, Oregon 97212

Dear Jim:

I have your letter of November 10th and also a copy of Captain Tichenor's letter to you of the 12th.

I have asked the State Police to look into this so that everything we can do will be done to insure better safety on this highway.

It was great to hear from you and I hope we run into each other sometime real soon. Heaven knows we have enough problems on our highways, as you say, without adding to it by incorrect signing and I can assure you we will take appropriate measures as soon as possible.

Sincerely,

Governor

TM:mw
cc: State Police

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 - 1970

Maint
Traf
Hwy Lighting

Val

[illegible]

Klabo

[illegible]

Dear Mr. [illegible]:

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

NOTED
L.E. GEORGE

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEIVED
NOV 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

George handling
11-17-70

NOV 1 1970

MONTGOMERY ( ) POLICE L1/12

JAMES A. MONTGOMERY

Montgomery Insurance Agency

2336 N.E. 22nd AVENUE PORTLAND, OREGON 97212 PHONE 288-6581

November 10, 1970

The Honorable Tom McCall, Governor
State Capitol Building
Salem, Oregon

Dear Tom,

As you know I've always been interested in youth,--the past two years at various times we have had 5 students in our home from Bangkok, Thailand. We now have a 15-years old chap, Suttichai Chauvengvan, who attends Lincoln Hi as a sophomore. Our sons, a senior and a sophomore attend Grant Hi. In that Suttichai had never seen snow, Lady Esther and I took him and some other teens to Timberline Lodge last Saturday the 7th.

Many changes have been made in the highway to Mt. Hood since my last sojourn there last spring and I'm delighted to learn of the progress on the construction of the Mt. Hood Freeway. This has been a prime need for many years.

While traveling from Gresham towards Sandy, I received a traffic ticket for alleged 60 in a 40 MPH zone. The purpose of my letter is not to contest the citation, but to point out an injustice in the posted signs and to possibly prevent serious damage to property and injury or death to humans in the future.

The posted speed is 55 MPH and I was driving that speed as nearly as possible,--(new snow tires were installed on the 6th and they can vary the speed up to 3 MPH,--and radar units will also vary--I am a member of the Portland Auxilliary Police and am somewhat familiar with the units) so the 60 alleged is okay.

On our return trip we retraced our route to learn of the problem, and here is what we learned. I drove to the crest of a slight rise in the highway and just as you proceed downgrade there is posted a 55 MPH sign. Six tenths (about 35 seconds driving time) later, without any further warning whatsoever is a 40 MPH sign. As I passed the 55 MPH sign I noticed ahead several police cars, and certainly not expecting another speed sign so close at hand, I thought there must surely be a problem so coasted (it is slightly downgrade all the way) and then was pulled over by handsome OfficerSchroeder. I missed the 40 MPH sign altogether, as did numerous other drivers.

Officer Schroeder acted in every manner becoming the fine policeman that goes to make up our Oregon State Police force, for whom I have the greatest respect,--as per my letter to you of September 4 of this year.

The potential hazard which warrants the speed zone is the intersection of Highway 212, which one day will require an overpass with appropiate cloverleaves.

It is my humble opinion that to correct the situation, the "55" MPH speed sign should be replaced with a "SPEED ZONE AHEAD" sign. This would alert the driver of the potential hazard area ahead and give him warning and time to apply his brakes before entering the restricted speed area. It would remove the area from the realm of being a "radar speed trap" and put it in the proper perspective, that of being a safety zone to prevent accidents and damage to property and danger to lives.

At this time, to obey the 40 MPH sign, one must begin applying his brakes at the 55 MPH sign to be able to obey the posted sign. If he waits to brake after seeing the 40 MPH sign,--sudden applying of brakes could cause his being rearended by a car following him. In wet weather this could cause the vehicles to go completely out of control, as in our Vista tunnel here in Portland.

Let me state further that I deeply appreciate the State Police Department and the job they're doing. Last year we killed 712 on our highways and over 60% were killed by drunk and/or drinking drivers. I work (gratis) with the Chaplains office in our Police department every week counseling and interviewing drunks and at this time have two men who have drinking problems paroled to me. This is through another department of the Police department but the problem is the same. Somehow we must remove from our highways the problem drinkers. Too many nights I am called from a warm cozy bed to go to taverns (31 taverns Sunday night) to find the alcoholic and get him home so he can go to work the next morning.

With best regards to you and your lovely wife,

James Montgomery
JM/dim

NOV 12 1970

cc: Holly V. Holcomb, Supt of State Police, Salem, Oregon
Glenn Jackson, Chrmn, Hiway Commission, Salem, Oregon
Office of the District Court, Oregon City,

Copy of report to Montgomery & letter to Mr Edwards (HAND CARRIED) 14

Form 3a—25M—7-64

TIME

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Milwaukie

County Clackamas

Subject TRAFFIC CHECK AND CONTROL

November 4, 1970 , 19

Junction of Highway 26 and Highway 212.

On October 30, 31, and Nov. 1, 1970 the radar unit was placed in operation at the Junction of Hwy.26 and Hwy 212 in an attempt to alleviate the accidents occuring at this intersection. This Junction has been the scene of a number of fatal accidents since Hwy. 26 was opened as a multiple lane highway.

During the three days the radar was operated in this area, 200 citations were issued with all but a few being for Violations of the Basic Rule.

The designated speed for this area was recently reduced to 40 MPH by the Highway Department also in an attempt to reduce the accident potential.

It is anticipated at this time that the area will again be patrolled with radar units on the week end of Nov. 7 and 8, 1970.

DJCasciato

58-11 D. J. Casciato, 2nd. Lieutenant.

RECEIVED
NOV 2[illegible] 1970

Maine

Legal

Hwy Safety

Please file

NOTED
R. L PORTER

Mr. Porter:

Wanda Merrill says they sent the original letter over to the State Police who contacted Mr. Montgomery. She said nothing further was necessary.

Gresham - Sandy

fn

RECEIVED
NOV [illegible] 1970

7706

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1970

SUBJECT: Signing complaint
Mt. Hood Highway
Assignment AEJ - 160

To:

A. E. Johnson
Asst. State Highway Engineer

160

Building

With reference to Mr. Montgomery's letter, attached, the signs referred to have recently been installed to coincide with remedies at the problem intersection of the Mt. Hood Highway and ORE 212 near Boring.

This entire area is included in a 55 MPH speed zone and the 40 MPH area is for the intersection. "Speed Zone Ahead" signing is not installed because you are already within a speed zone. The sign for emphasis is placed on both sides of the highway to warn a motorist in the act of passing a vehicle.

In order to further emphasize this reduction in speed, we will post a "Reduce Speed Ahead" sign preceding the 40 MPH sign.

A suggested draft reply to Mr. Montgomery is attached.

Robert N. Bothman
Maintenance Engineer

JBB:mp
Attachment

cc:. L. W. Rulien
J. J. Gix

RECEIVED
NOV 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

SP*52475-734

Not sent

Mr. James Montgomery
Montgomery Insurance Agency
2336 N. E. 22nd Avenue
Portland, Oregon 97212

Dear Mr. Montgomery:

This is in response to your recent letter concerning traffic speeds on the Mt. Hood Highway between Gresham and Sandy.

I am sure you have seen the publicity that this section has received because of the fatal traffic accidents. While the accident rate itself does not appear high, many of the instances are of extremely violent nature. Quite recently, the indicated speed was lowered through the entire section, with a 40-mile-per-hour speed for one of the troublesome intersections. REDUCE SPEED AHEAD signs have been installed and I believe will alleviate the description that you describe.

I appreciate your taking the time to advise me of this situation and want you to be assured that everyone in State Government is doing everything possible in an effort to reduce the accident pattern on our highway system.

RLP:fn

AMES MONTGOMERY

Montgomery Insurance Agency

2336 N.E. 22nd AVENUE
PORTLAND, OREGON 97212
PHONE 288-6581

November 10, 1970

Jacksons
copy to
Edwards
original not
received from
Gov. office

The Honorable Tom McCall, Governor
State Capitol Building
Salem, Oregon

Dear Tom,

As you know I've always been interested in youth,--the past two years at various times we have had 5 students in our home from Bangkok, Thailand. We now have a 15-years old chap, Suttichai Chauvengvan, who attends Lincoln Hi as a sophomore. Our sons, a senior and a sophomore attend Grant Hi. In that Suttichai had never seen snow, Lady Esther and I took him and some other teens to Timberline Lodge last Saturday the 7th.

Many changes have been made in the highway to Mt. Hood since my last sojourn there last spring and I'm delighted to learn of the progress on the construction of the Mt. Hood Freeway. This has been a prime need for many years.

While traveling from Gresham towards Sandy, I received a traffic ticket for alleged 60 in a 40 MPH zone. The purpose of my letter is not to contest the citation, but to point out an injustice in the posted signs and to possibly prevent serious damage to property and injury or death to humans in the future.

The posted speed is 55 MPH and I was driving that speed as nearly as possible,--(new snow tires were installed on the 6th and they can vary the speed up to 3 MPH,--and radar units will also vary--I am a member of the Portland Auxilliary Police and am somewhat familiar with the units) so the 60 alleged is okay.

On our return trip we retraced our route to learn of the problem, and here is what we learned. I drove to the crest of a slight rise in the highway and just as you proceed downgrade there is posted a 55 MPH sign. Six tenths (about 35 seconds driving time) later, without any further warning whatsoever is a 40 MPH sign. As I passed the 55 MPH sign I noticed ahead several police cars, and certainly not expecting another speed sign so close at hand, I thought there must surely be a problem so coasted (it is slightly downgrade all the way) and then was pulled over by handsome Officer Schroeder. I missed the 40 MPH sign altogether, as did numerous other drivers.

Officer Schroeder acted in every manner becoming the fine policeman that goes to make up our Oregon State Police force, for whom I have the greatest respect,--as per my letter to you of September 4 of this year.

The potential hazard which warrants the speed zone is the intersection of Highway 212, which one day will require an overpass with appropiate cloverleaves.

It is my humble opinion that to correct the situation, the "55" MPH speed sign should be replaced with a "SPEED ZONE AHEAD" sign. This would alert the driver of the potential hazard area ahead and give him warning and time to apply his brakes before entering the restricted speed area. It would remove the area from the realm of being a "radar speed trap" and put it in the proper perspective, that of being a safety zone to prevent accidents and damage to property and danger to lives.

At this time, to obey the 40 MPH sign, one must begin applying his brakes at the 55 MPH sign to be able to obey the posted sign. If he waits to brake after seeing the 40 MPH sign,--sudden applying of brakes could cause his being rearended by a car following him. In wet weather this could cause the vehicles to go completely out of control, as in our Vista tunnel here in Portland.

Let me state further that I deeply appreciate the State Police Department and the job they're doing. Last year we killed 712 on our highways and over 60% were killed by drunk and/or drinking drivers. I work (gratis) with the Chaplains office in our Police department every week counseling and interviewing drunks and at this time have two men who have drinking problems paroled to me. This is through another department of the Police department but the problem is the same. Somehow we must remove from our highways the problem drinkers. Too many nights I am called from a warm cozy bed to go to taverns (31 taverns Sunday night) to find the alcoholic and get him home so he can go to work the next morning.

With best regards to you and your lovely wife,

James Montgomery
JM/dim

cc: Holly V. Holcomb, Supt of State Police, Salem, Oregon
Glenn Jackson, Chrmn, Hiway Commission, Salem, Oregon
Office of the District Court, Oregon City,

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20591

DEC 4 1970
OFFICE OF THE ADMINISTRATOR
7706

NOV 30 1970

Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in further reply to your recent communication which was acknowledged by Mr. Robert F. Bennett, Director, Office of Congressional Relations, on November 16, concerning a letter from Mrs. Elizabeth G. Worley, of Boring, Oregon, calling attention to a hazardous intersection between U.S. 26 and Oregon 212.

The Oregon State Department of Transportation is aware of the situation described by Mrs. Worley and has taken the following action in an attempt to alleviate the condition: (1) reduced the posted speed through the intersection to 40 miles per hour, and (2) intensified the State police patrol action through the area.

In addition, the State Department of Transportation is in the process of developing a design for a separation structure that will eliminate cross traffic on U.S. 26. The State is hampered by a shortage of funds necessary to accomplish this and other urgently needed safety improvement projects. They have advised that this project will be considered along with other high-priority safety projects when funds are available.

We trust that this information will be sufficient to assist you in replying to Mrs. Worley.

Sincerely yours,

R. R. Bartelsmeyer
Deputy Administrator

Enclosure
  Transmitted Correspondence

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Rt. 2, Box 530
Boring, Ore n 97009
October 26, 1970

Mark O. Hatfield
Senate Office Building
Washington, D. C.

Dear Senator Hatefield:

As a concerned citizen of Boring, Oregon, there is a problem I think you should be awear of.

It is the problem of the deaths and injuries at the intersection of Highway 212 and U. s. 26 (just out of Boring, on the way to Mt. Hood, by Hedi's Rest.)

In the last 3 years, since January 1967, there have been 8 people killed and 54 injured at this intersection alone. Not to mention the other 10 killed and 35 injured at other places along the 5 miles of highway 26 within the boundaries of the Boring Fire District.

With the help of the people of the Boring area, and the rest of Portland; we hope to get either an overpass or a signal installed at this intersection.

We would like to have your help in this matter.

As a resident of the state and this area, I am sure you have traveled this highway frequintly and know of what i am speeking. Something must be done before someone else is killed or injured. The only way this will be taken care of is if we the people take it upon ourselves to see that it is done, and soon!!!

If you would like more information, such as dates, times, and places; please feel free to contact me, or Chief Matt Shields, Boring Fire Department.

Yours truly,

Mrs. Elizabeth H. Worley

Mrs. Elizabeth Worley

P. S. I am more concerned with this problem, because my husband is on the Boring Fire Department, and he is always picking up the peices after one of these accidents.

RECEIVED
DEC 3 1970

7706

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 30, 1970

Mr. Don Grieve
Route 3, Box 219
Gresham, Oregon 97030

Dear Mr. Grieve:

Thank you for your letter relative to the scheduled hearing on the Mt. Hood Highway near Gresham.

This is a corridor hearing and is designed to secure an expression of local opinion before the Highway Commission carries the matter further.

I strongly urge that you attend the hearing and offer your opinion so that the Highway Commission may have the benefit of your thinking. You should not have any misgivings or anxiety relative to a corridor hearing, as it is for the expressed purpose of assisting and aiding the Commission in determining a proper location.

Sincerely,

Governor

TM:ma

bcc: ~~[illegible]~~
R. L. Porter

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

GREIVE TO HWY 11/16

November 12, 1970

Governor Tom McCall
State House
Salem, Oregon

Dear Governor McCall:

The December 8th hearing on the location of the Gresham section of the Mt. Hood Hiway fills me with anxiety and fear. My anxiety is concerned with my ability to enlist some aid in changing the hiway route thru this immediate area off Hogan Road.

I purchased this homesite over twenty years ago. The land had been logged at the turn of the century and the second growth fir, alder, elderberry bush and Hogan Cedars took over. The former owner restricted the cutting of the Hogan Cedars, or Arborvitae as they are also known, to an area sufficient only for a homesite.

Four of the five homes on our lane bordering Johnson Creek were built in the 20's and the conservation of the trees has been practiced ever since.

The proposed hiway would wipe out practically all my Hogan Cedars and some of the neighbors. The cut and subsequent change in the grade line could change the drainage of the area. This I fear would cause us to lose the entire small natural area of Cedar trees.

I realize your agenda is filled with bigger items but I would appreciate your sending out a conservationist so you could get his first hand opinion of the area described in a recent article in the Sunday Oregonian.

My phone number is 665-2435.

Very truly yours,

Don Grieve
Rt. 3, Box 219
Gresham, Oregon 97030

NOV 1 6 1970

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOV [illegible] 1970

7706

November 25, 1970

Mr. David D. Lutjen
900 S. W. Fifth Avenue 23rd Floor
Portland, Oregon 97204

Dear Mr. Lutjen:

This morning we received your letter of November 24 inquiring as to the location of "Speed Checked By Radar" signs on Highway 26 between the cities of Gresham and Sandy.

I believe, that probably the best source of information we have on the placement and location of signs would be from Mr. J. J. Gix, Sign Engineer, and I am forwarding to him a copy of your letter for reply.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl

bc J. J. Gix, Sign Engineer
J. B. Boyd, Maintenance Section

November 24, 1970

David D. Lutjen
900 S.W. Fifth Avenue 23rd Floor
Portland, Oregon 97204

Floyd Query
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Mr. Query:

I was referred to you and your office by the Highway Department office here in Portland. Their office indicated you might be helpful in determining the exact location of signs on Highway 26. That is, if a certain sign exists and where it is located.

I am particularly interested in the area between the cities of Gresham, Oregon and Sandy, Oregon. The main highway connecting these two cities is Highway 26. Highway 26 follows a path generally east and west.

The signs I am interested in locating would read: "Speed Checked By Radar", or similiar in language. I would like to know if there are any of these signs between the corporate city limits of Gresham and the corporate city limits of Sandy. If they are found between Gresham and Sandy, I would like to know their location in relation to the intersection of Highway 26 and Highway 212. If there are no signs of this type between Gresham and Sandy, I would like to know the location of the nearest signs from the intersection of Highway 26 and Highway 212. If signs have been erected on Highway 26, between Gresham and Sandy, would it be possible to find out when they were erected. This information would be very helpful in providing a defence for an alleged traffic violation.

Mr. Query, I thank you for your time and consideration in this matter. The information you provide will probably be invaluable to me. Thank you again.

Very truly yours,

David D. Lutjen

David D. Lutjen

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[illegible]
STATE [illegible]SION

ECEIVED
DEC 3 - 1970

706

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 23, 1970

Mr. Robert Newman
Post Office Box 283
Estacada, Oregon 97023

Dear Mr. Newman:

Your Highway Division is aware of the problem on the Mount Hood Highway between Gresham and Sandy. The Commission has taken recent steps in an attempt to control traffic so that the accident potential is greatly reduced. They have the matter under constant surveillance and will do the very best they can to make this facility a safe highway for everyone concerned.

As you know, the Commission is restricted by certain financial limitations but within these limitations, they will provide the very best roadway that is possible.

Sincerely,

Governor

TM:ma

bcc: R. L. Porter

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

NEWMAN TO HW 11/10

Nov. 9, 1970

Gov. Tom McCall
Salem Ore.

Dear Gov. McCall;

A situation exists on highway 26 between Gresham and Sandy that shouts for a correction . The area around the crossing of highway 212 is known as blood alley for good reason, seven have been killed since the opening of this section of roadway less than three years ago. An overpass is desperately needed to protect the public from the occasional driving errors that everybody is guilty of. Perhaps a word from the governor's office to the highway department would expidite corrective action.

Undoubtedly, other driving hazards around the state are as bad or worse than the aforementioned, but this one I am familiar with.

Yours truly,

Robert Newman
Robert Newman

PO Box 283

Estacada, Ore. 97023

NOV 10 1970

RECEIVED
NOV 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1970
FOR FILING

7706

November 20, 1970

Hon. Clay Myers
Secretary of State
State Capitol Building
Salem, Oregon 97310

Dear Mr. Myers:

On November 16 we sent to you a duplicate original of "Speed Zone Resolution No. 568" establishing certain speed zones on the Mt. Hood Highway between Gresham and Sandy in Multnomah and Clackamas Counties effective October 27, 1970.

Please substitute the attached duplicate original for the above-mentioned resolution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc Frank McKinney

November 16, 1970

Hon. Clay Myers
Secretary of State
State Capitol Building
Salem, Oregon 97310

Dear Mr. Myers:

Attached for your records is a duplicate original of "Speed Zone Resolution No. 568" establishing certain speed zones on the Mt. Hood Highway between Gresham and Sandy in Multnomah and Clackamas Counties, effective October 27, 1970.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.

cc Frank McKinney

RECEIVED
NOV 2 - 1970
FOR FILING

Main's
Labs
Hwy. Light

October 30, 1970

Oregon State Highway Commission

Gentlemen:

On October 27, verbal approval was granted for revision of the existing designated speeds on that section of the Mt. Hood Highway between Gresham and Sandy. This is a section where there have been several fatal accidents.

It is recommended that you confirm the telephonic approval by rescinding Speed Zone Resolution No. 548, enacted August 19, 1969, and establish the following speed zones on the Mt. Hood Highway, No. 26, in Multnomah County and Clackamas County:

> 55 miles per hour between the east city limits of Gresham (M.P. 13.00) and 0.26 mile west of Clackamas-Boring Road (M.P. 19.28)
>
> 40 miles per hour between 0.26 mile west of Clackamas-Boring Road (M.P. 19.28) and 0.29 mile east of Epperson Road (M.P. 19.93)
>
> 55 miles per hour between 0.29 mile east of Epperson Road (M.P. 19.93) and the west city limits of Sandy (M.P. 23.44).

This matter will be on the agenda for your confirmation at the November 24 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Final
commission
approved
11-15-70

VPJ:njc sr

cc: Floyd Query
Tom Edwards
V. D. Wolfe

F. B. Crandall
L. W. Rulien
F. B. Klaboe

[illegible]
- Porter
BY SECRETARY

I will place copies of this
before the Com 11-24

Crescent City, California
November 18, 1970

On November 18, 1970, the Oregon State Highway Commission met with members of the California Highway Commission at a special luncheon meeting in Crescent City, California to inspect the Redwood Highway in California.

Those in attendance from Oregon were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
R. L. Porter, State Highway Engineer
Tom Edwards, Deputy State Highway Engineer
F. B. Klaboe, Assistant State Highway Engineer

During the course of the trip to Crescent City, the Oregon Highway Commission unanimously reaffirmed its previous action of October 27, 1970, when they adopted "Speed Zone Resolution 568" on the Mt. Hood Highway between Gresham and Sandy in Clackamas and Multnomah Counties, which resolution by this reference is made a part hereof and filed in the Secretary's Office.

The Commission also rescinded "Speed Zone Resolution No. 548" which was adopted August 19, 1969.

State Highway Engineer

Chairman

Commissioner

Secretary

Commissioner

November 18, 1970

RECEIVED
NOV 19 1970
FOR FILING

7706

Salem, Oregon
November 19, 1970

Floyd Query
Secretary to Highway Commission

On the agenda for the November 24 meeting is the matter of confirming the Commission's action establishing a speed zone on the Mt. Hood Highway between Gresham and Sandy.

The record should show that this matter was given telephonic approval by the full Commission on October 27 and that the requested action of November 24 is to confirm this earlier decision.

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RECEIVED
NOV 27 1970
For Filing

7706

35968

Crescent City, California
November 18, 1970

On November 18, 1970, the Oregon State Highway Commission met with members of the California Highway Commission at a special luncheon meeting in Crescent City, California to inspect the Redwood Highway in California.

Those in attendance from Oregon were:

Glenn L. Jackson, Chairman
Fred W. Hill, Commissioner
Thaddeus B. Bruno, Commissioner
R. L. Porter, State Highway Engineer
Tom Edwards, Deputy State Highway Engineer
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same location

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R L Porter
State Highway Engineer

Glenn L Jackson
Chairman

Fred W Hill
Commissioner

Floyd Query
Secretary

Thaddeus B Bruno
Commissioner

November 18, 1970

FORM E-30 (4-70)

NOV 1 0 1970

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
November 5, 1970

NOTED
L. PORTER

To: L.W. Rulien
Regional Engineer

SUBJECT: Speed Data
Mt. Hood Highway at Boring and
Epperson Roads
US26 Hwy. No.26
MP. 19.56

Speed check drawings are attached. The recent speed check was taken on November 5, 1970 with the posted 40 MPH speed. A comparison of this check with another one taken August 25, 1969 with a posted 50 MPH is shown in the table.

Posted Speed	Date	85% Speed	10 Mile Pace	% in Pace	Max. Speed	% Exceeding Posted Speed
50 MPH	8-25-69	61.0	49-59	57	85	79
40 MPH	11-5-70	49.25	37-47	66	68	65

It should be noted that the 40 MPH speed has been heavily enforced by the State Police since its installation. The 50 MPH speed was never heavily enforced to my knowledge.

ORIGINAL SIGNED BY
R. W. FAILMEZGER
Ron W. Failmezger
Regional Traffic Engineer

RWF:sdf

NOTED
TOM EDWARDS

Enclosure

CC: Mike Stovall

RECEIVED
NOV 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L.E. GEORGE

F.B. Crandall
for your info

NOTED
F. B. KLABOE

NOTED
F. B. CRANDALL

NOV 20 1970

TIME 11:40 A. M.

[illegible]

Place Milwaukie

OFFICER'S REPORT
OREGON STATE POLICE

No.

County Clackamas

November 17, 1970

Subject SELECTIVE EQUIPMENT - Supplemental
JUNCTION HIGHWAY 26 AND HIGHWAY 212

Refer to writer's report dated November 4, 1970

Klaboe

On the week-end of November 6, 7 and 8, 1970, a radar team was again assigned to the above area. On the evening of the 6th the radar was operated from 3:30 to 6:30 p.m. and 19 citations were issued for speeds in excess of 55 MPH. On Saturday morning, November 7, the radar was operated from 7:30 a.m. to 2:00 p.m. and 65 citations were issued. It was assigned on the afternoon of November 7 from 3:30 p.m. to 7:00 p.m. and 42 citations were issued. It was again assigned on the morning of November 8, Sunday, from 8:00 a.m. to 2:00 p.m. and 62 citations were issued. A total of 198 citations were issued during this week-end.

On Friday, November 13, radar team was again assigned during peak hours of 3:30 p.m. to 6:30 p.m. and 19 citations were issued. On Saturday from 7:30 a.m. to 2:00 p.m. 39 citations were issued. On Saturday afternoon from 3:30 p.m. to 6:30 p.m. 11 citations were issued. Total for week-end was 69 citations.

From the figures for the two week-ends it would seem that motorists are beginning to take cognizance of the fact that the above area is a hazard area and are dropping their speed accordingly.

A check of vehicles operating through this area on two peak days for 3 hours each time showed the following: An average of 266 vehicles passed through the intersection each time at the following average speeds.

From 0 to 45 MPH	146 vehicles
From 46 to 50 MPH	49 vehicles
From 51 to 55 MPH	36 vehicles
From 56 to 59 MPH	17 vehicles
From 60 and over	18 vehicles

Enforcement on a selective basis will be continued in this area and it is believed that the high speeds previously recorded will come down to designated limits.

J. Casciato
58-11 D. J. CASCIATO, 2nd Lieutenant

DJC:mjd

NOTED
TOM EDWARDS

RECEIVED
NOV 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form 3a—25M—7-68

TIME

OFFICER'S REPORT

OREGON STATE POLICE

No.

Place Milwaukie

County Clackamas

Subject TRAFFIC CHECK AND CONTROL

November 4, 1970, 19

Junction of Highway 26 and Highway 212.

On October 30, 31, and Nov. 1, 1970 the radar unit was placed in operation at the Junction of Hwy.26 and Hwy 212 in an attempt to alleviate the accidents occuring at this intersection. This Junction has been the scene of a number of fatal accidents since Hwy. 26 was opened as a multiple lane highway.

During the three days the radar was operated in this area, 200 citations were issued with all but a few being for Violations of the Basic Rule.

The designated speed for this area was recently reduced to 40 MPH by the Highway Department also in an attempt to reduce the accident potential.

It is anticipated at this time that the area will again be patrolled with radar units on the week end of Nov. 7 and 8, 1970.

58-11 D. J. Casciato, 2nd. Lieutenant.

NOV 24 1970

7706

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 12, 1970

Ms. Cathy Brands
16356 S. E. Yamhill Street
Portland, Oregon 97233

Dear Ms. Brands:

Thank you for your most recent letter concerning the intersection of the Mount Hood Highway and Boring Road between Gresham and Sandy.

As you may have observed, this stretch has been posted for a lower speed and additional signs and delineation are being provided. We are hopeful that this will warn motorists to be especially careful in the area and that it will have a significant effect on the accident pattern. The Highway Commission has the problem under surveillance and it will do everything it financially can to make the road safe and to warn motorists of the heavily traveled intersection.

I appreciate hearing from you and will see that the Highway Commission has a copy of your correspondence.

Sincerely,

Governor

TM:ma

bcc: Rod Porter

NOTED
R. L. PORTER

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
NOV 6 1970
FOR FILING

Mount Hood
[illegible]
Hwy. Lighting

Mount Hood
Lights

November 6, 1970

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Through: Mr. John M. Fulton, Director
Department of Transportation

Dear Mrs. Merrill:

Attached is a suggested reply for the Governor's consideration to Ms. Cathy Brands about the Mount Hood Highway and Boring Road. This same party wrote a similar letter a year or so ago and I believe this is part of an effort to secure an interchange at this location.

Factually, the accident record for a four-year period is 1.44 accidents per million vehicle-miles. This compares with a four-year statewide average for this type of road of 2.52 accidents per million vehicle-miles. The unfortunate part is that accidents in this area have been violent and that the ratio of fatalities to accidents is high.

We are hopeful that with the lower posted speed and additional signing traffic will move in a safer manner.

Very truly yours,

R. L. Porter
State Highway Engineer

Att.

cc: John M. Fulton

Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

RLP:fn sr

BRANDS [illegible] HWY 11/5

Dear Sir:

There is much concern over a few danger spots in Oregon. Here are some interesting articles on the subject:

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Pressure on the Highway Commission, via Clackamas and Multnomah county legislators, may be the only way to stop the rising toll of traffic fatalities on the Gresham-Sandy highway.

A Portland couple was killed in a three-car accident Sunday evening, bringing to 17 the number of fatalities since the road was opened three and one-half years ago.

Sunday's fatalities were at the Highway 212 intersection and brought to seven the number killed there, four in the last six months.

A Highway Department official, commenting this week on the fatalities, said "We're in real trouble and we know it. We've exhausted the normal means of traffic control and the only logical route left is an overpass.

"This probably would cost $500,000 and we just don't have that kind of money in our budget."

Highway Slaughter Must Stop

We drove to Eastern Oregon last week and we instinctively slowed down as we passed the Highway 26-Route 212 intersection near Sandy.

We've covered too many accidents there to do otherwise. But we didn't realize that a scant 48 hours later another double fatality would occur, that two more people would be dead.

Originally hailed as a boon to Gresham-Sandy traffic, the new limited access road opened about three and one-half years ago has turned into a nightmare.

Seventeen persons have been killed between Sandy and Gresham since the new road opened; conservatively, 100 have been injured. Seven of these fatalities have been where Highway 212 intersects and four have occurred since the state did considerable work a year ago to make the crossing safer.

Unquesti [illegible]

needed. The crossing is so confusing, the traffic so heavy and so fast that violent, high-speed crashes are inevitable.

The state says it doesn't have the half million necessary for an overpass at 212, that there are other roads with much higher priorities.

All this may be true, but the carnage cannot continue any longer. Aroused public opinion, expressed through our legislative representatives in Salem, could break the logjam.

A strong case can be made before the Highway Commission. It alone controls the purse strings, it alone has the power to do something. We urge every possible effort be exerted to reach the Highway Commission with the message that further deaths are completely intolerable.

I wrote to you a little over a year ago when two of my friends were killed in this area, and since then many others have been injured or killed. It seems that some action should be taken since we seem to be able to raise plenty of money for less important things than overpasses. Please consider this possibility. Thank-you for your time.

Sincerely yours,

Cathy Brands

OCT 27 1970

RECEIVED
AUG 8 - 1969
[illegible]

Maint
Safe
Hwy Engineering

STATE OF OREGON
1859
TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 1, 1969

Ms. Cathy Brands
16356 S.E. Yamhill Street
Portland, Oregon 97233

Dear Ms. Brands:

I have your recent letter concerning the accidents on the Mt. Hood Highway between Gresham and Sandy. When tragedies such as these occur, there is no good answer, as nothing can be said that is of significant help.

The State Highway Division does have this matter under consideration and will take some steps to build all safety possible into the Boring Road Intersection. Highway funds for other than the Interstate System are in such short supply that interchanges and overpasses are not possible in many locations. Your Highway Commission is aware of the problem on the Mt. Hood Highway and will do everything in its power to make it just as safe as possible.

Thank you for taking the time to write and for your interest in highway safety.

Sincerely,

Tom
Governor

NOTED
R L [illegible]

TM:ma

bcc: Forrest Cooper

COPY

RECEIVED
AUG 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1969
FOR FILING

Maint
Traffic I
Hwy Light

July 30, 1969

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mrs. Merrill:

Attached is a suggestion for the Governor's consideration in answering the July 21 letter from Cathy Brands concerning the Mt. Hood Highway between Gresham and Sandy.

The accident record on this stretch of highway has not been abnormal until quite recently when several fatals occurred. This Division is proceeding with installation of a flashing yellow beacon at Boring Road and, reluctantly, with a speed reduction in the immediate area. The only complete solutions to problems of this kind are separations and interchanges; however, this section of highway is not part of the Interstate System and funding is just not available to build the facilities that would constitute the complete answer.

The Highway Division will continue to keep this problem under surveillance and will do the best job we can with signing, signalization, and things of this nature.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Att.
cc: Forrest Cooper
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. W. Rulien
RLP:ms sr

Brands to hwy 7/23
16356 S.E.Yamhill Street
Portland,Oregon 97233
July 21,1969
Please excuse my typing
I haven't taken typing yet,
but plan to.

Mr.THOMAS MCCALL
Salem,Oregon

Dear Mr. MCCALL:

I would appreciate your cooperation in the matter that I am about to present to you.

There is a highway which runs between Gresham and Sandy which is extremely dangerous and has caused many tragic accidents.This is because there are a lot of sideroads leading on to this highway.Cars pull out and ram right in to cars which might be going even 65 to 70 mph.

Not too long ago, some of our very dear friends were killed when coming home from the Sandy swimming pool.Some people pulled out and smashed right into them. The father was killed instantly, and the mother died later. Two kids are left. You might have heard of them on the news. It was the Hunt family.

Just a few days later, two boys were killed on this same highway.

It would be very much appreciated if some overpasses could be built so that cars won't be pulling right into the side of the faster moving cars. This is needed desperately!!

PLEASE pay heed to my letter even though I am surely not the world's greatest typist! I am in earnest.

Thank-you

Yours very truly,

Cathy Brands

RECEIVED
NOV 17 1970

2766

For		by
Capt.	✓	
[illegible]	✓	
Comm. Off.		
Mach. Rec.		

November 12, 1970

Klaboe

Mr. James A. Montgomery
2335 N.E. 22nd Avenue
Portland, Oregon 97212

Dear Mr. Montgomery:

Thank you for your thoughtfulness in sending us a copy of your November 11th letter addressed to Governor McCall.

We know you are aware of the hazard and the frequency of accidents at the intersection of highways 26 and 212 and your suggestion of installing the "Speed Zone Ahead" sign may be of material assistance in reducing the motor vehicle speeds which is an accident causation factor.

Thank you for your good suggestion as well as your kindly comments pertaining to this department.

Yours very truly,

Holly V. Holcomb, Superintendent

By E W Tichenor

E. W. Tichenor, Captain
Traffic Division

EWT:bl

NOTED
TOM EDWARDS

NOTED
F. B. KLABOE

RECEI
NOV 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

George handling
11-17-70

RECEIVED
DEC 1 1970

FOR FILING
7706

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
November 10, 1970

SUBJECT: Interchange Investigation
Mt. Hood Highway at Boring Road

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
Salem

Returned is a print of Plan "B" showing a possible proposal for an interchange at the subject location. I have had Rob Cameron tie-in the buildings that have been placed since this map was made, and these are shown in red. He has also X'd out buildings that have been removed.

I asked him to accomplish this with an absolute bare minimum of field work and little or no measuring, so the locations are close but not necessarily exact.

L. W. Rulien
Regional Engineer

NOTED
F. B. KLABOE
11-

orig w/enc. to Hall 11-17-70

LWR:fb
Attach.
cc Frank Hall

Hall - Make a design eliminating the leg that requires restaurant and substituting a loop in the opposite quadrant. The move from E to S is also the heavy move and this would eliminate [illegible] for purchase rest. while making a more direct move for heavy [illegible] Also pull the connection for [illegible] Road south of the [illegible]

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NOV 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

6P*32475-734

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NOV 10 1970
FORM 2-30 50M 10-65

FOR FILING

7706

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 9, 1970

SUBJECT:

To: MEMO TO THE FILE

On November 5, Larry Rulien and I met with John McIntyre in his office in Oregon City and discussed the possibility of constructing an interchange at the Boring Road intersection with the Mt. Hood Highway. Mr. McIntyre agrees that we should give strong consideration to the future conversion of this entire highway to freeway standards.

He is very receptive to working out the details at Boring Road immediately and purchasing the right-of-way for a future interchange here. He also agrees that we can reroute Epperson Road at any time we wish and in any manner we find suitable in order to eliminate its intersection with the Mt. Hood Highway as early as possible.

Mr. Rulien has been instructed to tie in the culture around these intersections and forward this information to me at an early date. After we receive this, we will proceed further with our design and set in motion the necessary hearings leading to the acquisition of the right-of-way for a future interchange.

Victor D Wolfe
for
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
Frank Hall
H. S. Cox
L. W. Rulien

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NOV 13 1970
FOR FILE
7706

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 5, 1970

Miss Lori Brown
Route 3, Box 760
Boring, Oregon 97009

Dear Lori:

Thank you for writing to me relative to the intersection of the Mt. Hood Highway and Boring Road. Your Highway Division is lowering the indicated speed in this area, is placing additional signs and possibly some more delineation, and is doing everything possible to warn the motorists of this busy intersection.

Unfortunately, available financing is not at hand to build traffic interchanges such as are on the Interstate System. However, I believe that with the cooperation of everyone and the additional warnings that are being placed, we should not have recurrences of the recent tragic events.

Your State Highway Division is giving this highway special surveillance so that if something additional appears warranted, immediate steps can be taken.

Sincerely,

Governor

TM:ma
bcc: R. L. Porter

NOTED
R. L. PORTER

COPY

RECEIVED
NOV 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ori Brown
Rt.3, Box 93
Boring Ore. 97009
ing School

BROWN TO HWY /28

Oct. 21, 1970

Dear Tom McCall,

I am writing a letter about the intersection across from Heidi's Restaurant on 212 in Boring. I wish you would change that intersection. There have been millions of accidents even my Mother had her first accident there about in August. My Brother had 20 stitches in [illegible] the other day [illegible] in the hospital for a week [illegible] with 20 stitches in his head is now going in for Plastic Surgery. Please help change the 212 intersection.

Sincerely,

Lori Brown

OCT 2 8 1970

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FI

7706

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 4, 1970

NOTED
R. L. PORTER

Mrs. Louese Shields
Route 4, Box 1605
Boring, Oregon 97009

Dear Mrs. Shields:

Thank you for your recent letter concerning the traffic problem at the intersection of the Mt. Hood Highway and Boring Road near your community.

The Highway Commission is aware of this situation and is attempting to make what correction it can within the limits of available financing. By slower speeds and increased emphasis on delineation and signing, the Commission will do everything possible to alleviate the conditions you describe.

A traffic interchange is the real answer, but it is extremely expensive and there are not sufficient funds to construct one at this time. (Hopefully, funds will be found before too long so that basic corrections can be made.

I do appreciate your concern for the situation, and I am pleased to know that the condition of the air in your vicinity has improved.noticeably.)

Sincerely,

Governor

TM:mw
cc: Highway Division

RECEIVED
NOV 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

SHIELDS TO HWY 10/26

Rt4-Box 1605
Boring, Ore 97009

Governor Tom McCall,
Salem, Oregon

My dear Governor,

Here I am again. Boring School is again asking for your help.

You helped us so much in getting the Wig-wam burner at Cheney's mill eliminated. We now breathe freely and Mr Cheney sells chips and makes as much as he ever did - maybe more!

Our problem now

is the dangerous intersection where Highway 212 enters the Mt Hood Loop Highway (Freeway) It is called "Heidis Corner" but it is really a hodge-podge of entrances and exits on angles ranging from acute to obtuse.

Frankly the engineers "goofed". They know it but I'm wondering how many more have to be killed and maimed before they decide to do something about it. It now has the unhealthy distinction of being the most dangerous intersection in Oregon!

Now, let's not wait until a school bus is hit before we do something.

I hate to have families killed like they have been there but the thought of our grade and high school busses being hit is frightening

I'm sure the Highway Dept. is aware that we are going to insist on something being done but a "prod" from you would sure help.

We could even use some federal help. We need this fixed now!

Thank you again. I know you'll do what you can.

I wish you could come out and see the intersection yourself. If you do come and visit us and see how clear our air is now!

Respectfully yours.

(Mrs) Louise Shields

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 1970

7706

MARVIN WITT JR. A.I.A. ARCHITECT

NOTED
R. L. PORTER

November 4, 1970

To the Editor
THE OREGONIAN
Portland, Oregon

To the Editor:

COPY

Regarding your article "State Highway Aid says Funds Lacking for Overpass at Blood Alley":

Let all of us in Oregon hope that this is the last conveyor system built which does not consider all of the factors required in planning. In the future we must take into consideration the negative as well as the positive aspects of high speed travel through any area. Just east of Boring exist roads which have for years carried community traffic. Superimposed over this existing network of community road systems has been developed a high speed arterial system which appears to the driver to be a freeway, but which in effect is not free of grade crossings. It is tragic indeed that the budget does not allow follow through on this serious problem.

Each community facing the possible slash of any highway expansion system must realize its compensatory rights, and demand sufficient funding to guarantee that the fabric of the community can be adequately repaired after the completion of any highway construction ptrogram.

Sincerely,

MWitt

MW:am
cc: Roderick Porter, Chief Highway Wngineer
Salem, Oregn

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NOV 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

2892 N. W. UPSHUR STREET • PORTLAND, OREGON 97210 • PHONE 228-4863

NOV 2 1970

7706

October 30, 1970

Mrs. Mary Martel
1113 S. E. 196th Avenue
Portland, Oregon 97233

Dear Mrs. Martel:

Thank you for your letter of October 20 expressing concern over the recent accidents at the intersection of the Mt. Hood Highway and Boring Road.

I believe Governor McCall outlined the Commission's position and I can emphasize that, through reduced speeds, additional signing, and delineation, this agency will attempt to do everything possible to make this section of highway hazard-free.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. W. Rulien

RECEIVED
NOV 2 - 1970

Maint
[illegible]
Hwy Lighting

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 27, 1970

Mrs. Mary Martel
1113 S. E. 196th Avenue
Portland, Oregon 97233

Dear Mrs. Martel:

Thank you for your letter expressing concern about the Mount Hood Highway.

Your Highway Commission is aware of the problems and the accident pattern on this route and is doing everything it can to find ways and means of correcting some of the critical locations. Unfortunately, a complete correction is extremely expensive and the Commission must of necessity weigh the needs of this area against several other similar situations within our state. There is little that can be said where fatalities have occurred, but I assure you that everything will be done that can be accomplished within the financial ability of the Commission.

Again, unfortunately, we do not have definite control of driver operating performance and this, along with a safe physical facility, is necessary if we are to have a meaningful reduction in our traffic accident rates.

Sincerely,

Governor

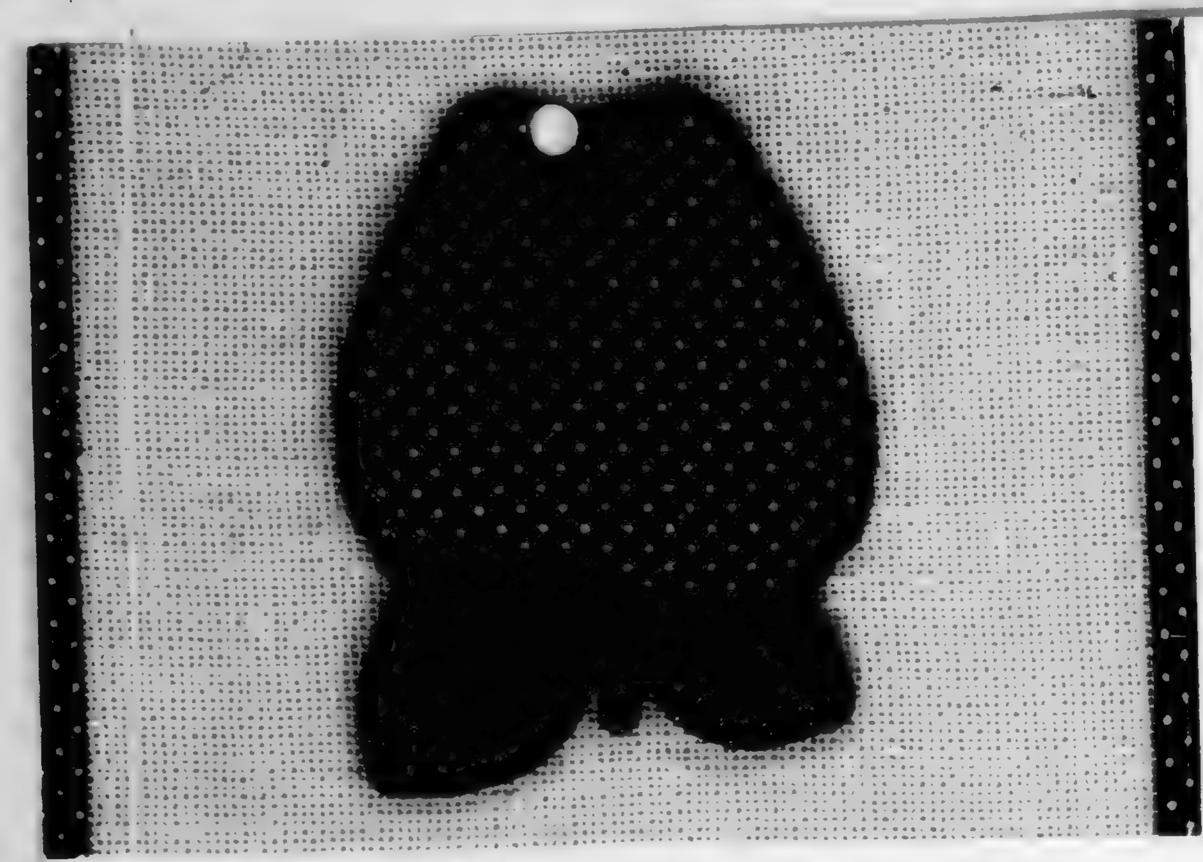
TM:mc

bcc: Highway

RECEIVED
OCT
OFFICE OF
STATE HIGHWAY ENGINEER

Verbatim to draft
(tr)

COPY



[illegible] SE 196
Portland, Ore
Oct 20, 1969

Dear Sirs,

I've lived close to Gresham all my life, and when the new Mt Hood loop was started we all hoped the accidents would slow down. For a long time the only hospital was in Portland then finally with Woodland Park and Gresham Hosp closer, we hoped the accidents would have a better survival rate.

In the last three years 17 people have died in that one stretch and 52 injured. Your spokesman said there weren't funds for correction. This is important. When a flood, storm, or a vortex come up we can spend a million and all agencies broke before suddenly have money. Aside from another tax you must be able to do
over

something when so many people die in such a short time. I can't shrug and say "we haven't the money". One of the Rep. said you could appeal to Washington D.C., do it! This is an emergency. How many more have to die before it's fixed?

I don't mind giving blood but not when its always for Mt. Hood loop accidents.

Sincerely
Mrs. Mary Martel

Hallmark

© Hallmark Cards Inc
Made in U.S.A.

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NOV 2 - 1970

1859

DEPARTMENT OF
TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

R. L. PORTER

October 30, 1970

TO: Gil W. Bellamy, Coordinator
Traffic Safety Commission

FROM: John Fulton

JUNCTION OF HIGHWAY 212 and 26

Dear Gil:

I want to acknowledge your memorandum of October 26 about the problem on the Mt. Hood Expressway, more specifically the junction near Boring. As you know only too well attention has been focused on this in part through the news report that appeared on Channel 6. There was also an item about it in this morning's Oregonian.

In response to your specific question about the plans of the Highway Division, Mr. R. L. Porter has written me:

"The only real solution to a problem of this kind is a traffic interchange. Such a plan is extremely expensive and I do not see how the Commission could finance it at least for the present. I will recommend, however, that we acquire right-of-way at this time for such a facility.

"As an interim measure, the Commission has approved a 55-mile-per-hour indicated speed for this entire section with a reduced speed through the Boring Road intersection. We will supplement this with signs and delineation in an effort to make the unit just as safe as possible.

"It has been suggested that illuminating the intersection might help; however, from the reported accidents, too many have happened during daylight hours to support such an idea. Our records indicate there have been 16 fatalities between Gresham and Sandy since this section was four-laned. At Boring Road, the record indicates three and at nearby Epperson Road, three.

Mr. Gil Bellamy
October 30, 1970
Page 2

"It is almost a certainty that if and when the Commission can find funds to interchange Boring Road, there will be a strong demand to interchange two or three others in this general area.

"We have talked about traffic signals but believe that this is a last resort consideration. The Mt. Hood Highway is carrying an excess of 8,000 vehicles per day with high concentrations of weekend recreation traffic. A signal would tend to queue-up traffic during rush hours and raise the potential for rear-end collisions."

I am sure you will agree that this is a definitive statement of the highway's concern about this problem.

John

JMF j

bcc: Bob Oliver
R. L. Porter

[illegible]

OCT 30 1970

FORM 2-30

7766

Cross Reference to:

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

October 29, 1970

To: MEMO ~~TO~~ FILE

SUBJECT: Proposed Traffic Signal System
Mt. Hood Highway Between Sandy and Gresham

This letter is to serve as a file record to indicate that the Traffic Section has received instructions from Mr. Klaboe to proceed with planning that would involve the installation of a traffic signal system on the Mt. Hood Highway between Sandy and Gresham.

The system would be interconnected and designed as a speed control system. The first signal on the west end would be the one existing at the intersection of West Burnside and Powell Boulevard immediately east of Gresham. Also to be included are the intersections at Boring and Epperson Roads, Bluff Road (west end of Sandy), Ten Eyck Road (east end of Sandy) and two or three intersections in the intervening spaces between Gresham and Sandy as necessary.

This office is proceeding with an analysis of possible signal timing and system design.

L. E. George
Operations Engineer

LEG:mk

cc: F. B. Klaboe ✓

NOTED
TOM EDWARDS

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

ACCIDENT SUMMARY

Gresham-Sandy Section - Mt. Hood Hwy. (US26)
8.84-mile Section - M.P. 14.60 to M.P. 23.44
4-Year Period: 6-28-66 to 6-30-70

	Total Acc.	Fatal Acc.	Persons Killed	Injury Acc.	Persons Injured	Rate Acc.	Rate Fatal
Intersectional 1/	70	7	10	26	89	--	--
Non-Intersectional	72	5	6	26	47	--	--
TOTAL	142	12	16	52	136	1.44	14.82
Four-Year comparative rate, state system, rural non-interstate						2.52	7.99
						Mill V.M.	100 Mill Veh Mis

During a four-year period, M.P. 19-20 (Boring-Epperson Section) appeared in the top 500 (rural) priority for 1969 with ranking of 419, accident rate 5.34.

DEC 4 - 1970

~~10-23-70~~
Revised 10-28-70

1/ *Does not include fatal accident of 10-18-70 at Boring Road in which 2 were killed, 5 injured.*

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

INTERSECTIONAL ACCIDENTS

Gresham-Sandy Section - Mt. Hood Hwy. (US26)
8.84-Mile Section - M.P. 14.60 to M.P. 23.44
4-Year Period: 6-28-66 to 6-30-70

Intersection	Mile Post	Total Acc. 1/	Persons Killed 1/	Persons Injured	
Palmquist	14.75	9	0	8	
Hilyard	15.44	5	0	13	
Anderson	16.24	8	0	16	
Stone	16.77	2	2 (1 acc.)	3	
Powell Valley Road (Brown Road)	18.36	1	0	6	
Boring 2/	19.54	20	3 (2 acc.)	24	) See attached) Collision Diagram) for detail.
Epperson	19.64	7	3 (2 acc.)	1	
Kelso	21.10	7	0	9	
Frontage Road	21.62	0	0	0	
Jarl	22.15	9	1 (1 acc.)	7	
Jct. Old Alignment	22.28	0	0	0	
Duncan	22.74	2	1 (1 acc.)	2	
TOTALS		70	10 (7 acc.)	89	

1/ Covers only 8 months record in 1969 except for FATAL ACCIDENTS, which are covered for the 12-month period.

2/ Does not include fatal accident of 10-28-70 at Boring Road in which 2 were killed, 5 injured.

~~10-23-70~~
Revised 10-28-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ______ County Clackamas
Intersection of Mt. Hood Hwy. and ______
Highway Number 26 (US 26) M.P. 19.53 to M.P. 19.65
Period Covered 6-28-66 to 6-30-70
Compiled by VBC Drawn by ______ Date 10-19-70

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

10/18/71
Fatal [illegible]
checked [illegible] Bailey

Fatals: Daylight, surface dry, Nbd car crossing hwy. after stopping, struck by Wbd car. 1-24-67-3:40 P.M. 1 Killed. M.P. 19.64

Darkness, surface dry, Wbd car making L/T struck by Ebd pickup, struck stopped Nbd car. 2-22-69-5:30 P.M. 1 Killed, 7 injured. M.P. 19.54

Raining, Nbd car disregarded stop sign, struck by Ebd truck-trailer. M.P. 19.64 4-23-70-6:27 P.M. 2 Killed.

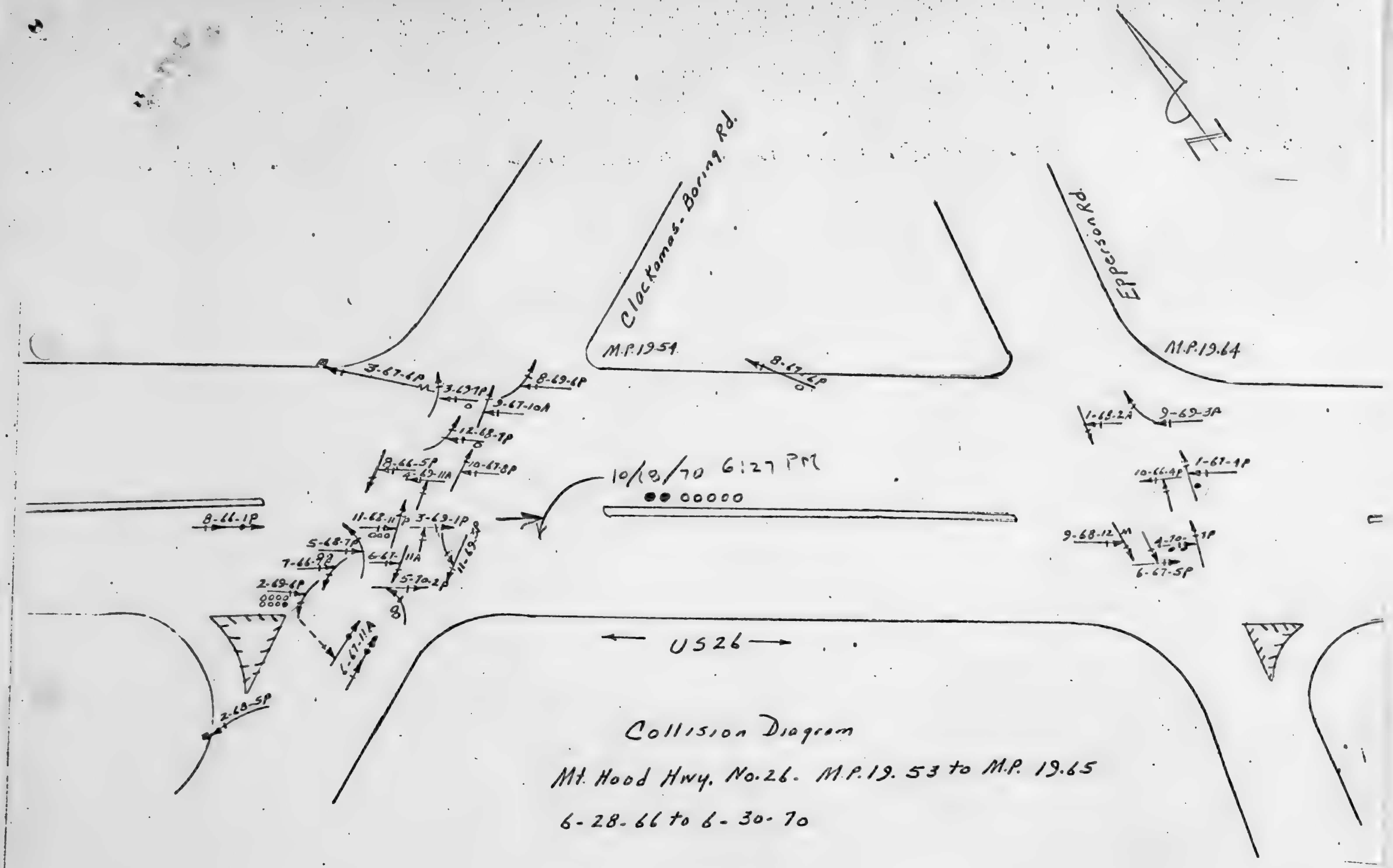
4 Fatal acc
6 killed

- ←---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- ←—— Vehicle Moving
- ←—— Vehicle Stopped
- ←—→ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Jan, Feb, May June not available for 1969

Collision Type	6-28-66-12-31-66				1967-1968				1969				6 Mos. 1970				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			2	2	1	2	5	8			2	2	1			1	2	2	7	11
Head-on																				
Rear-end							1	1			1	1							2	2
Sideswipe																				
Turning Movement			1	1		2		2	1	1	2	4		1		1	1	4	3	8
Parking																				
Non-collision						1		1										1		1
Fixed Object							2	2											2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL			3	3	1	5	8	14	1	1	5	7	1	1		2	3	7	14	24

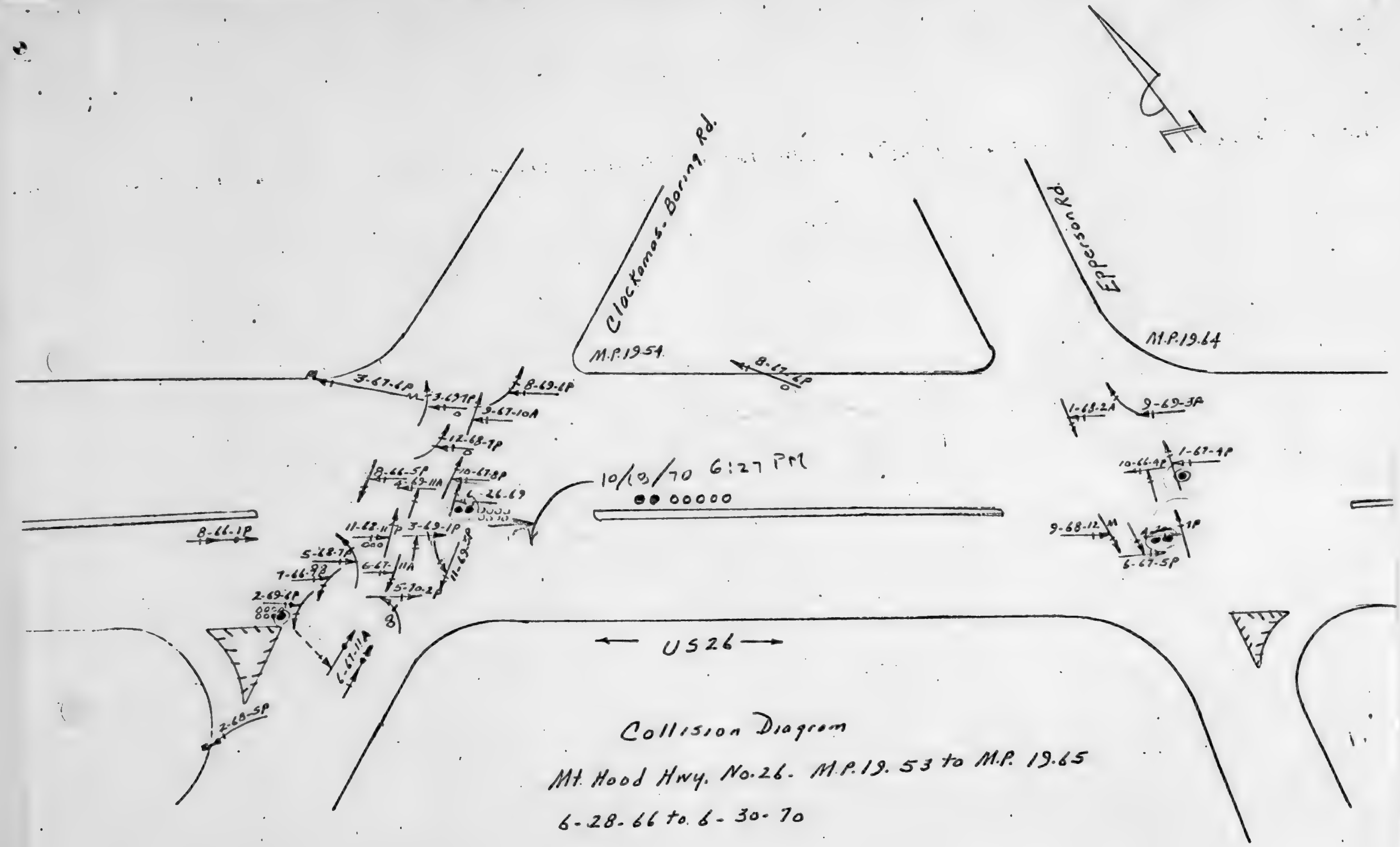
Form E-261-6-70



Collision Diagram

Mt. Hood Hwy. No. 26. M.P. 19.53 to M.P. 19.65

6-28-66 to 6-30-70



Collision Diagram

Mt. Hood Hwy. No. 26. M.P. 19.53 to M.P. 19.65

6-28-66 to 6-30-70

RECEIVED
OCT 28 1970
FOR FILING

7706

October 28, 1970

Mr. John M. Fulton, Director
Department of Transportation
129 State Highway Building
Salem, Oregon 97310

Dear Mr. Fulton:

This is in response to your October 27 letter containing Gil Bellamy's memo of October 26 which concerns the intersection of the Mt. Hood Highway and Boring Road between Gresham and Sandy.

The only real solution to a problem of this kind is a traffic interchange. Such a plan is extremely expensive and I do not see how the Commission could finance it at least for the present. I will recommend, however, that we acquire right-of-way at this time for such a facility.

As an interim measure, the Commission has approved a 55-mile-per-hour indicated speed for this entire section with a reduced speed through the Boring Road intersection. We will supplement this with signs and delineation in an effort to make the unit just as safe as possible.

It has been suggested that illuminating the intersection might help; however, from the reported accidents, too many have happened during daylight hours to support such an idea. Our records indicate there have been 16 fatalities between Gresham and Sandy since this section was four-laned. At Boring Road, the record indicates three and at nearby Epperson Road, three.

It is almost a certainty that if and when the Commission can find funds to interchange Boring Road, there will be a strong demand to interchange two or three others in this general area.

We have talked about traffic signals but believe that this is a last resort consideration. The Mt. Hood Highway is carrying an excess of 8,000 vehicles per day with high concentrations of weekend recreation traffic. A signal would tend to queue-up traffic during rush hours and raise the potential for rear-end collisions.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RLP:fn sr

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

TOM McCALL
GOVERNOR

JOHN M. FULTON
Director

October 27, 1970

TO: R. L. Porter, State Highway Engineer

FROM: John Fulton

JUNCTION OF HIGHWAY 212 AND 26

Dear Rod:

Here is a letter I've just had from Gil Bellamy. You and I talked the other day about the news report on Channel 6 and your own recognition of the difficult situation. We both know that one or more grade separations will be needed but right now it's a question of dollars there or somewhere else where they're badly needed.

I would like to make a reasonably positive response to Gil and would appreciate any suggestion that you have.

John

JMF j
attachment

RECEIVED
OCT 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 81-125-C016

INTEROFFICE MEMO

STATE OF OREGON

DATE: October 26, 1970

O: John M. Fulton, Director
Department of Transportation

ROM: Gil Bellamy, Coordinator Gil
Oregon Traffic Safety Commission

UBJECT: JUNTION OF HIGHWAY 212 AND 26

I have been receiving several letters and petitions concerning the junction of highway 212 and 26 just east of Gresham near Boring.

This junction was brought to the attention of the Oregon Traffic Safety Commission a few months back shortly after the parents of an Oregon Legislator were killed there.

I believe the number of fatalities during the past three years now stands at 17.

Since Channel 6 did a news report on this situation recently, I am sure public awareness of the problem will increase.

I would appreciate learning what the plans of the Highway Division in this matter are so that I might pass this information on to those who are concerned.

GB/jp

55 mph
45 mph

RECEIVED
OCT 26 1970
D. O. T.

RECEIVED
DEC 4 1970

FOR FILING

7761

Edwards

P. O. Box 475
Hood River, Oregon
October 27, 1960

Mrs. Rudolph H. Walter, Chairman
Oregon Association of Women Highway Safety Leaders
Holiday Inn
Salem, Oregon

Dear Mrs. Walter:

[illegible] 12-2-70

Enclosed please find this very timely editorial/ on "highway slaughter" in the same issue of the Oregon Journal (Oct. 27) which announced the convening of your traffic safety conference in Salem on Friday Oct. 30.

Hopefully you are in a position to do something about this dangerous intersection of Highway 26-Route 212 intersection near Sandy, Oregon. For several years I have taken a group of children from Hood River to Mollala to a church camp - crossing over from Troutdale to Highway 26 and it is virtually impossible to get into the east bound lane from this intersection - in addition to which the highway is poorly engineered for a southeast bound car to get into the lane of traffic. If the state doesn't have money for an overpass, traffic lights are a must.

Yours truly,

Mrs. D. A. Hanners

NOTED
B. KLABOE

cc: State Highway Engineer
State Highway Building
Salem, Oregon 97310

cc: Senator Kenneth Jernstedt
911 Pine Street
Hood River, Oregon

NOTED
TOM EDWARDS

RECEIVED
DEC 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1970
FOR FILING
7706

October 27, 1970

The Honorable Alan Fisher
Mayor, City of Gresham
150 West Powell Boulevard
Gresham, Oregon 97030

[illegible]
pperson Rd.

Dear Dr. Fisher:

The Highway Commission appreciates your letter of October 23 and wishes you to know that they are aware of the problems on the Mt. Hood Highway and will do what they can to make this section as safe as possible.

The complete answer will require a traffic interchange which is exceedingly expensive. As you probably know, Oregon receives substantial financing for its portion of the Interstate System but does not have nearly enough funding when it comes to improvement of the Mt. Hood Highway, The Dalles-California Highway, the Coast Highway, and roads in this category. It is indeed a frustrating problem to defer urgently needed work, but until adequate financing can be found, the Commission must continue to allocate what is available to the best advantage of our state as a whole.

The Highway Commission is looking into the problem that you describe and will do the best they can with the funds available.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien
H. S. Cox

RLP:fn sr

City of Gresham
150 West Powell Blvd.
Gresham, Oregon
665-3144

REFERRED TO
admin
BY SECRETARY

October 23, 1970

Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Gentlemen:

I would like to add my encouragement to the highway commission to implement an answer to the extremely dangerous intersection of U. S. 26 and State Highway 212 and Epperson Road.

As you know there has been repeated fatalities at this intersection. I, as a physician who has had personal knowledge and care of many of their unfortunate episodes and as Mayor of Gresham, I would like to emphasize that some means of correction is extremely important.

I realize that this is not a City of Gresham problem but the City is interested and wishes to be helpful in our surrounding community problems.

Sincerely,

CITY OF GRESHAM

Alan Fisher

Alan Fisher M.D.
Mayor

RECEIVED
OCT 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

AF/pd

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 - 1972
FOR FILING

7706

10-23-70

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

ACCIDENT SUMMARY

Gresham-Sandy Section - Mt. Hood Hwy. (US26)
8.84-Mile Section - M.P. 14.60 to M.P. 23.44
4-Year Period: 6-28-66 to 6-30-70

	Total Acc.	Fatal Acc	Persons Killed	Injury Acc.	Persons Injured	Rate Acc.	Rate Fatal
Intersectional	70	7	10	26	89	--	--
Non-Intersectional	72	5	6	26	47	--	--
TOTAL	142	12	16	52	136	1.44	12.97
4-Year comparative rate, state system, rural non-interstate						2.52	7.99

During a 4-year period, M.P. 19-20 (Boring-Epperson Section) appeared in the top 500 (rural) priority for 1969 with ranking of 419, accident rate 5.34.

NOTED
F. B. KLABOE

10-23-70

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

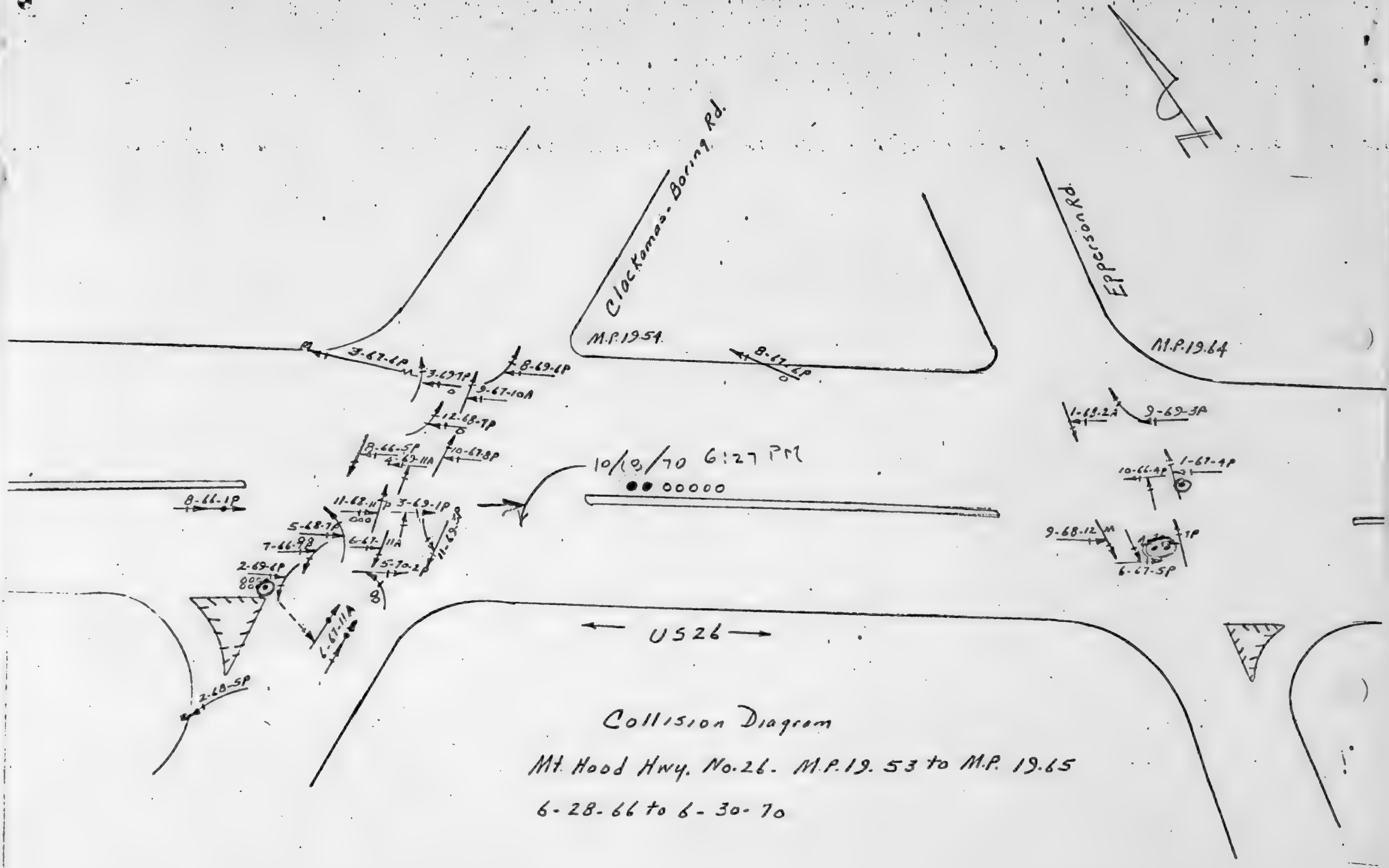
INTERSECTIONAL ACCIDENTS

Gresham-Sandy Section - Mt. Hood Hwy. (US26)
8.84-Mile Section - M.P. 14.60 to M.P. 23.44
4-Year Period: 6-28-66 to 6-30-70

Intersection	Mile Post	Total Acc. 1/	Persons Killed 1/	Persons Injured	
Palmquist	14.75	9	0	8	
Hilyard	15.44	5	0	13	
Anderson	16.24	8	0	16	
Stone	16.77	2	2 (1 acc.)	3	
Powell Valley Road (Brown Road)	18.36	1	0	6	
Boring	19.54	20	3 (2 acc.)	24	) See attached) Collision Diagram) for detail.
Epperson	19.64	7	3 (2 acc.)	1	
Kelso	21.10	7	0	9	
Frontage Road	21.62	0	0	0	
Jarl	22.15	9	1 (1 acc.)	7	
Jct. Old Alignment	22.28	0	0	0	
Duncan	22.74	2	1 (1 acc.)	2	
TOTALS		70	10 (7 acc.)	89	

1/ Covers only 8 months record in 1969 except for FATAL ACCIDENTS, which are covered for the 12-month period.

10-23-70



Collision Diagram

Mt. Hood Hwy. No. 26. M.P. 19.53 to M.P. 19.65

6-28-66 to 6-30-70

RECEIVED
JUN 19 1970
FOR FILING

7766

Salem, Oregon 97310
June 19, 1970

Mr. F. B. Crandall
Traffic Engineer
BUILDING

Four-Lane Expressway Facilities--
Statewide

3461

Attention Mr. L. E. George

Please initiate a study of all four-lane expressway facilities in the state with the thought of using shoulder area to establish left-turn refuges at intersections. Of course, the use of the shoulder to provide the additional width for the left-turn refuges may run you into some problem in deceleration and acceleration areas and your study should evaluate the trade offs in this regard. It may even be necessary in some cases to perform some minor widening in order to obtain a proper deceleration facility.

[illegible]

I would like you to begin the study on the Corvallis-Lebanon Highway. I am putting a two week due date on this project.

The second project that you should concern yourself with is the Gresham-Sandy Section. I will leave the sequence of the remaining studies up to your judgment.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe

RECEIVED
MAY 11 1970

FOR FILING

7706

May 11, 1970

Mr. Gil W. Bellamy, Coordinator
Oregon Traffic Safety Commission
Room 324, Public Service Building
Salem, Oregon 97310

Dear Mr. Bellamy:

I have reexamined the record of accidents at the intersection of ORE212 and US26.

This road was opened to traffic on June 22, 1966. We find our records contain 20 reported accidents for the 42 months of operation up to January 1 of this year. There have been four fatalities during this same 42 months. The two recent fatals did not occur at this intersection.

This intersection has been under almost constant surveillance. We have installed signing almost to the point of saturation. We have installed overhead blinkers and we have placed a reduced speed zone on the section.

In actuality, the accident rate for this section of highway through the last report published indicates it to be somewhat below the average for rural state highways of this type. The final solution to this problem is, of course, the conversion of the section to a complete freeway with interchanges at all points of entry and exit. Unfortunately, the Highway Commission does not have funds for this purpose in the early foreseeable future.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Honorable Norman Howard
State Representative

bc: R. L. Porter, V. D. Wolfe, Ralph Sipprell
Tom Edwards, F. B. Crandall, L. W. Rulien

TE:ja sr

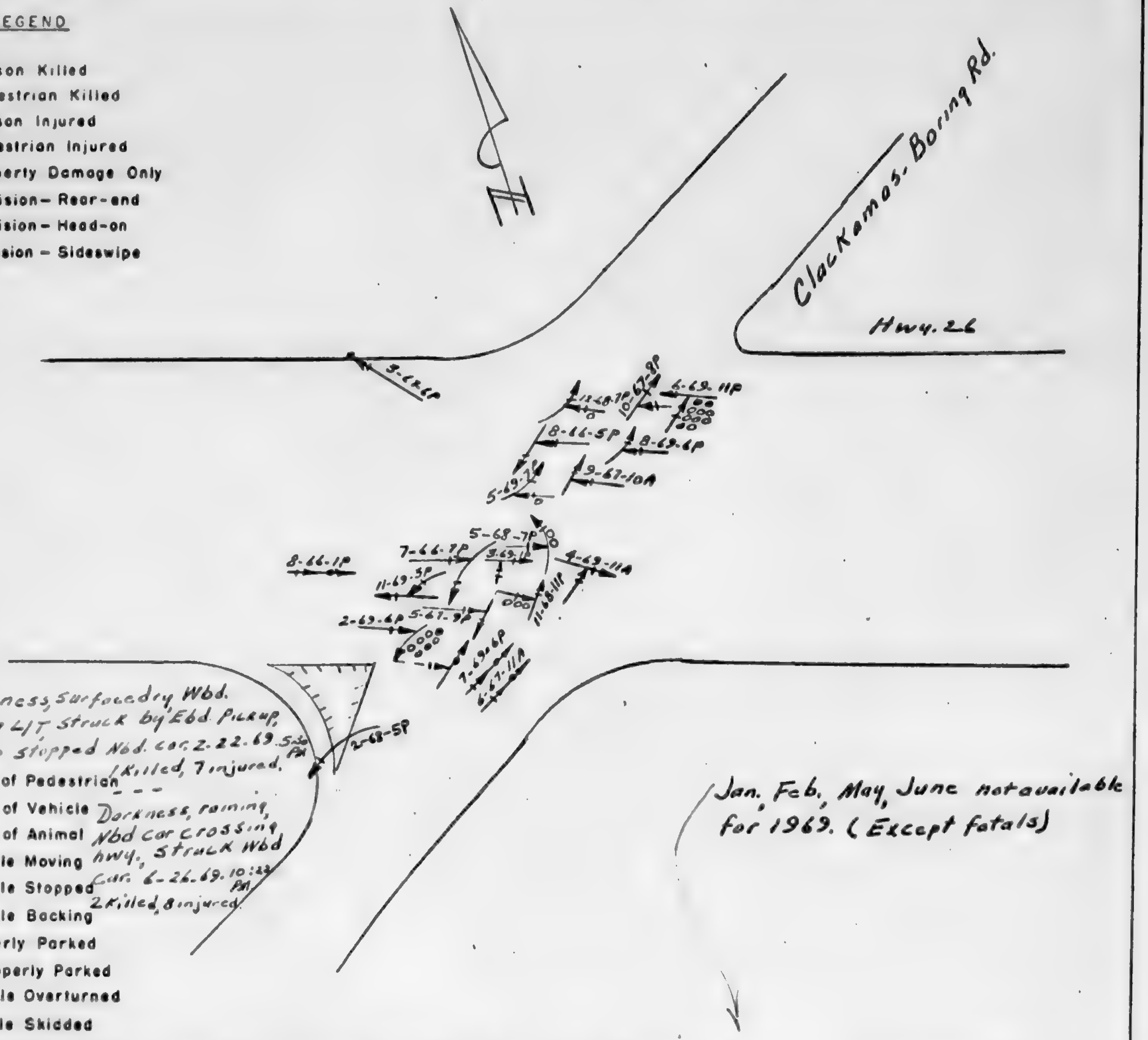
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ____________ County *Clackamas*
Intersection of *Mt. Hood Hwy.* and *Clackamas-Boring Rd.*
Highway Number *26 (US26)* *M.P. 19.54*
Period Covered *6-22-66* to *12-31-69*
Compiled by *BC CS* Drawn by ____________ Date *5-6-70*

LEGEND

- ● Person Killed
- ◁----- Pedestrian Killed
- ○ Person Injured
- ◁----- Pedestrian Injured
- ←—— Property Damage Only
- ←+←+ Collision - Rear-end
- →+←+ Collision - Head-on
- ←↘ Collision - Sideswipe



Fatal: Darkness, surface dry, Wbd. car making L/T, struck by Ebd. Pickup, forced into stopped Nbd. car. 2-22-69. 5:30 PM. 1 Killed, 7 injured.

Darkness, raining, Nbd car crossing hwy., struck Wbd car. 6-26-69. 10:22 PM. 2 Killed, 8 injured.

Jan., Feb., May, June not available for 1969. (Except fatals)

- ◁----- Path of Pedestrian
- ←—— Path of Vehicle
- ←----- Path of Animal
- ←+—— Vehicle Moving
- ←●—— Vehicle Stopped
- ←+→ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- ←∘∘ Vehicle Overturned
- ←⋀⋀ Vehicle Skidded

Collision Type	6-22-66 to 12-31-66				1967				1968				8 Mos. 1969				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			1	1			3	3		1		1	1		2	3	1	1	6	8
Head-on																				
Rear-end			1	1			1	1							1	1			3	3
Sideswipe																				
Turning Movement			1	1						2		2	1	1	2	4	1	3	3	7
Parking																				
Non-collision																				
Fixed Object							1	1			1	1							2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL			3	3			5	5		3	1	4	2	1	5	8	2	4	14	20

OREGON
TRAFFIC SAFETY COMMISSION

RM. 324, PUBLIC SERVICE BLDG. • SALEM, OREGON • 97310 • Ph. 364-2171 Ext. 1130

TOM McCALL
GOVERNOR

GIL W. BELLAMY, J.D.
Traffic Safety
Coordinator

Edwards
We owe Bellamy (with a cc to Norm Howard) a reply on 212 & US26 intersection. Can you draft a reply for Cooper? KLO

April 30, 1970

10282

Mr. Forrest Cooper
State Highway Engineer
Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

Thank you for your letter of April 27, 1970. The members of the Oregon Traffic Safety Commission voted to send a letter of commendation to Eileen Marie Rothwell and Ross McGale Rothwell for their actions in preventing a traffic crash. Lapel pins will also be given to each one.

On another matter, Representative Howard of Portland brought up a matter regarding the intersection of Oregon 212 and U.S. 26. According to his report there have been 15 deaths plus 69 injuries at this location in about two years. Is the Highway Division studying this particular problem?

Thanks again for bringing to our attention the deeds of the two children mentioned above.

Sincerely,

Gil W. Bellamy
GIL W. BELLAMY
Coordinator

GWB/lh

cc: OTSC Members

RECEIVED
MAY 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RE
SEP [illegible] 1969

FORM 6-30 (12-67)

7706

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 22, 1969

SUBJECT: Traffic Hazards
Gresham-Sandy Section
Mt. Hood Highway

TE 7783

To: Tom Edwards
Asst. Highway Engineer
BUILDING

7783

Attached are two reports on the above assignment. One is from the Division I office which in brief recommends illumination. The second was assembled in the Traffic Division and contains additional data on this particular section of the Mt. Hood Highway.

This latter report recommends that we defer any further action on the Gresham-Sandy Section until we can examine future accident records to determine the effect of improvements that have already been made.

L. E. George
L. E. George
Asst. Traffic Engineer

Approved
E
9/30/69

LEG:njc
Attachments

Gen File

RECEIVED
SEP 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 18, 1969

To:
L. E. George
Assistant Traffic Engineer
OFFICE

SUBJECT: Intersectional Traffic Hazards
Gresham-Sandy Section
Mt. Hood Highway
TE 7783

There is attached a report from Rulien on the above assignment. Except for updated speed data, the report contains nothing except a reference to previous reports.

The section of concern extends from Hilyard Road to Epperson Road; a distance of 4.2 miles. This is a wide median section. Within the section are six grade intersections. There are left-turn refuges at all intersections. Three intersections; Stone Road, Clackamas-Boring Road and Epperson Road are badly skewed. The others are more or less of the standard cross type.

With the exception of a short section bracketing the Clackamas-Boring Road-Epperson Road complex, the designated speed in the section is 65 MPH. The complex is bracketed with "SPEED 50" signs which were installed July 29, 1969. Flashing beacons were installed at the Clackamas-Boring Road and Epperson Road intersections on August 6, 1969. During May or June of 1969 crossroad symbol signs with road-name riders were installed in advance of all intersections.

The accident records for the various intersections for the period from June 28, 1966, to October 31, 1968, were as follows:

Intersection	Total Accidents	Persons Injured	Persons Killed	Night Accidents
Hilyard Road	2	7	0	1
Anderson Road	6	15	0	2
Stone Road	0	0	0	0
Brown Road	0	0	0	0
Clack.-Boring Road	10	2	0	3
Epperson Road	4	1	1	2

In addition to the above, there were two 1969 fatal accidents at the Clackamas-Boring Road intersection. One occurred in February and one in June. Three people were killed and 15 injured in these two accidents. One accident was an angle collision and the other involved a vehicle making a left turn off the highway. In June of 1969, there was a fatal accident at the Stone Road intersection. This was an angle collision in which two persons were killed and two injured. All three of the 1969 accidents occurred during the hours of darkness. The 1967 fatal accident at Epperson Road was an angle collision which occurred in daylight.

The following volumes entering the intersections from the crossroads are taken from the Division's April, 1969 report.

Intersection	Cross-Road Entering Volume
Hilyard Road	174
Anderson Road	314
Stone Road	972
Brown Road	335
Clackamas-Boring Road	1,554
Epperson Road	355

With the possible exception of the Clackamas-Boring Road intersection, there doesn't seem to be any close relationship between the accident records and side-road volumes or angle of intersection. Except for the fatal accidents, there is no indication of a special night-time accident problem.

The latest Division report points out that the flashing beacons and 50 MPH speed zone at the Clackamas-Boring Road-Epperson Road complex has not resulted in any appreciable reduction in speed. Neither these changes nor the cross-road symbol signs have been in long enough to assess their effect on accident records. The Division again recommends illumination.

Illumination of the Clackamas-Boring Road and Epperson Road intersections would require ten luminaire units at an estimated cost of $18,000. The other four intersections would require a minimum of six luminaire units each or about $12,000 for each intersection.

Illumination of these intersections would give considerable return in driver comfort and convenience. Similar benefit, to a lesser extent, could be obtained by installing flashing beacons. Maximum benefit would be obtained from combining the two.

With the traffic volume and accident data which are at hand, I cannot justify the expenditure of some $80,000 for additional treatment. It is suggested that any further treatment be postponed until we are able to assess the effect of the improvements that have been made in the past four months.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:ji
Attachment

Form E-49x—5M

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

...., 19........

Intersectional Fatal Accidents on Powell Valley Rd. – Sandy Section of Mt. Hood Hwy. M.P. 14.18 to M.P. 24.70
7-1-66 to 9-15-69

STATE PRINTING

1967								
M.P.	Date	Time	Light cond.	Surface	Type Collision	Persons Killed	Persons Injured	Remarks
19.64	1-24-67	3 to 4 P.M.	Daylight	Dry	Angle	1	0	Did not have right of way, Nbd. car struck by Wbd. car.
1968								
1-1-69 to 9-15-69								
16.77	6-28-69	12:05 A.M.	Darkness	Wet	Angle	2	2	Did not have right of way, Sbd. car struck by Ebd car.
19.54	2-22-69	5:30 P.M.	Darkness	Dry	Turn	1	7	Wbd car, making Lt. struck by Ebd pickup, struck stopped Nbd car.
19.54	6-26-69	10:05 P.M.	Darkness	Wet	Angle	2	8	Nbd. car struck Wbd. car.
Total						6	17	

FORM. E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
SEP 17 1969
TRAFFIC ENGINEERING

Portland, Oregon 97202
September 12, 1969

SUBJECT:
Speeds, Mt. Hood Hwy.
Gresham-Sandy Section

To:

Mr. F. B. Crandall
Traffic Engineer
Salem

Attention: Mr. L.E. George

Attached for your information is a speed check which was made on the Mt. Hood Highway in the vicinity of the Boring Road intersection after the area was posted for 50 MPH.

L. W. Rulien
Division Engineer

LWR:fb
Enc.
cc M. W. Stovall
    R. W. Failmezger

NOTED
L.E. GEORGE

NOTED
TRAFFIC CONTROL
ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. ----

HIGHWAY NO. ORE 26

MILE POST 19.56

GENERAL LOCATION 0.04 mile east of Clackamas - Boring Road

DATE August 25, 1969

TIME 9:10 AM TO 11:00 AM

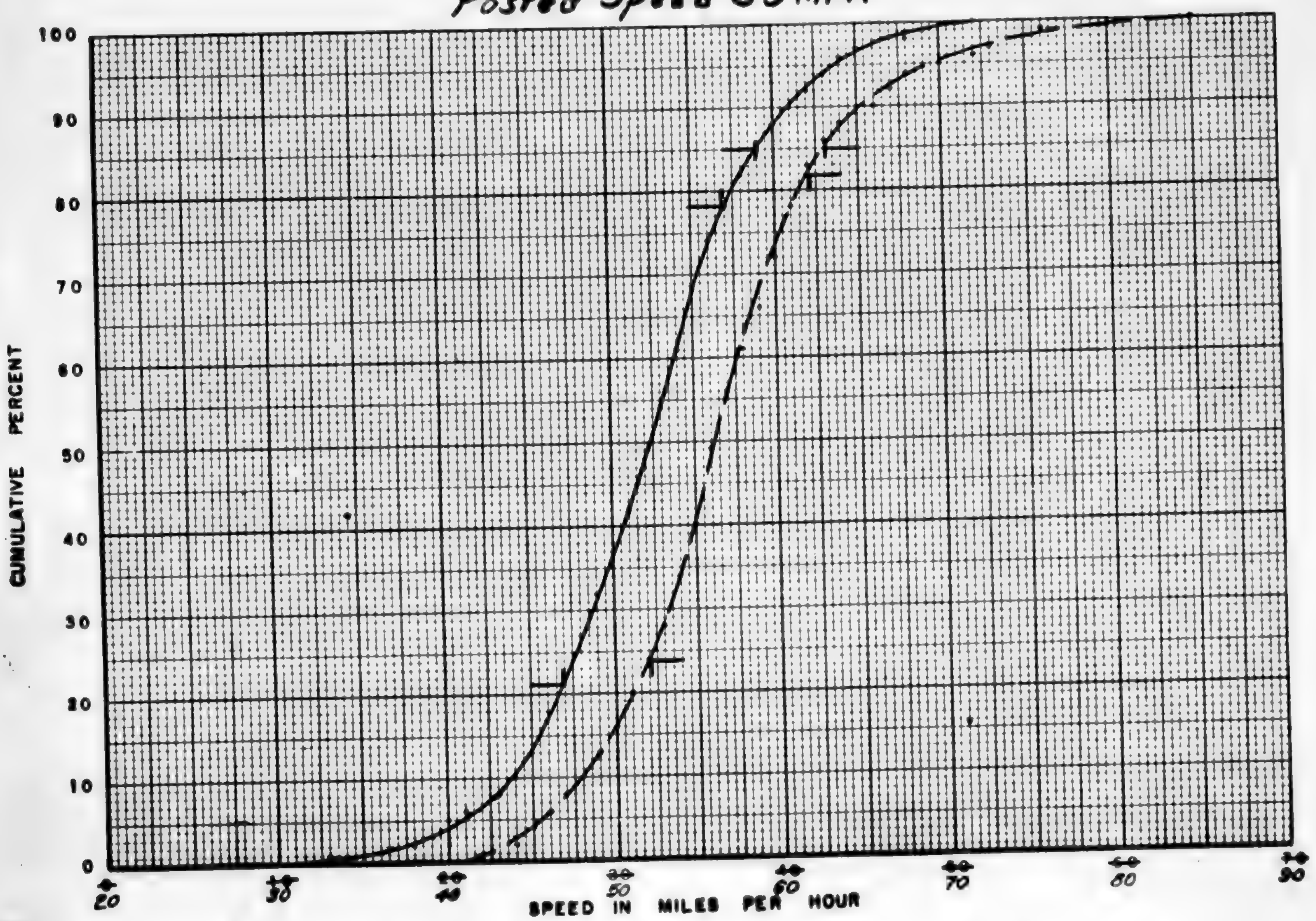
WEATHER CONDITION Cloudy - Dry

NUMBER IN SAMPLE 200

———— East BOUND

— — — West BOUND

Posted Speed 50 MPH



ITEM	East BOUND	West BOUND
85% SPEED	59.0	63.0
PACE LIMITS	47-57	52-62
% IN PACE	57	58
MAX. SPEED	72	85

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SEP [illegible]

Portland, Oregon 97202
September 12, 1969

SUBJECT: Traffic Hazard
Mt. Hood Highway
Gresham - Sandy Section
TE 7783

To: Mr. F. B. Crandall
Traffic Engineer
Salem, Oregon

Attn: L. E. George

It is felt that we can refer to past reports dealing with this section in which a review of past accident records and general conditions was made. As a result of these studies, 48-inch Crossroad Symbol signs with roadway names were installed at all intersecting roads from Hillyard Road to Kelso Road on June 18, 1969. Flashing beacons were installed at Boring and Epperson Roads on August 6, 1969. Pavement reflector buttons were reinstalled at this intersection complex and at Stone Road this last summer. There has also been a 50 MPH speed zone established through the Boring Road and Epperson Road intersections and was posted July 27, 1969. The attached speed graph shows the ineffectiveness of the posted speed and flashing beacons.

It is still felt that illumination as previously recommended is advisable at the Boring-Epperson Road location and should be considered at the other intersections with wide medians.

L. W. Rulien
Division Engineer

RWF/nal

Encl.

cc: M. W. Stovall
R. W. Failmezger

1.

2.

TYPICAL VIEWS
Mt. Hood Highway at Epperson & Boring Roads

1. Looking northwest on US 26 from 0.34 mile southeast of Epperson Road.

2. Looking northwest on US 26 from 0.22 mile southeast of Epperson Road.

3. Looking northwest on US 26 from 300 feet southeast of Epperson Road.

3.

4.

TYPICAL VIEWS, cont'd.
Mt. Hood Highway at Epperson & Boring Roads

4. Looking northwest on US 26 from 200 feet southeast of Epperson Road.

5. Looking southeast on US 26 from 0.18 mile northwest of Boring Road.

5.

6.

TYPICAL VIEWS, cont'd.
Mt. Hood Highway at Epperson & Boring Roads

6. Looking southeast on US 26 from 500 feet northwest of Boring Road.

7. Looking southeast on US 26 from 100 feet southeast of Boring Road.

7.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
PASSENGER VEHICLE SPEEDS

HIGHWAY ROUTE NO. ----

HIGHWAY NO. ORE 26

MILE POST 19.56

GENERAL LOCATION 0.04 mile east of Clackamas - Boring Road

DATE August 25, 1969

TIME 9:10 am TO 11:00 am

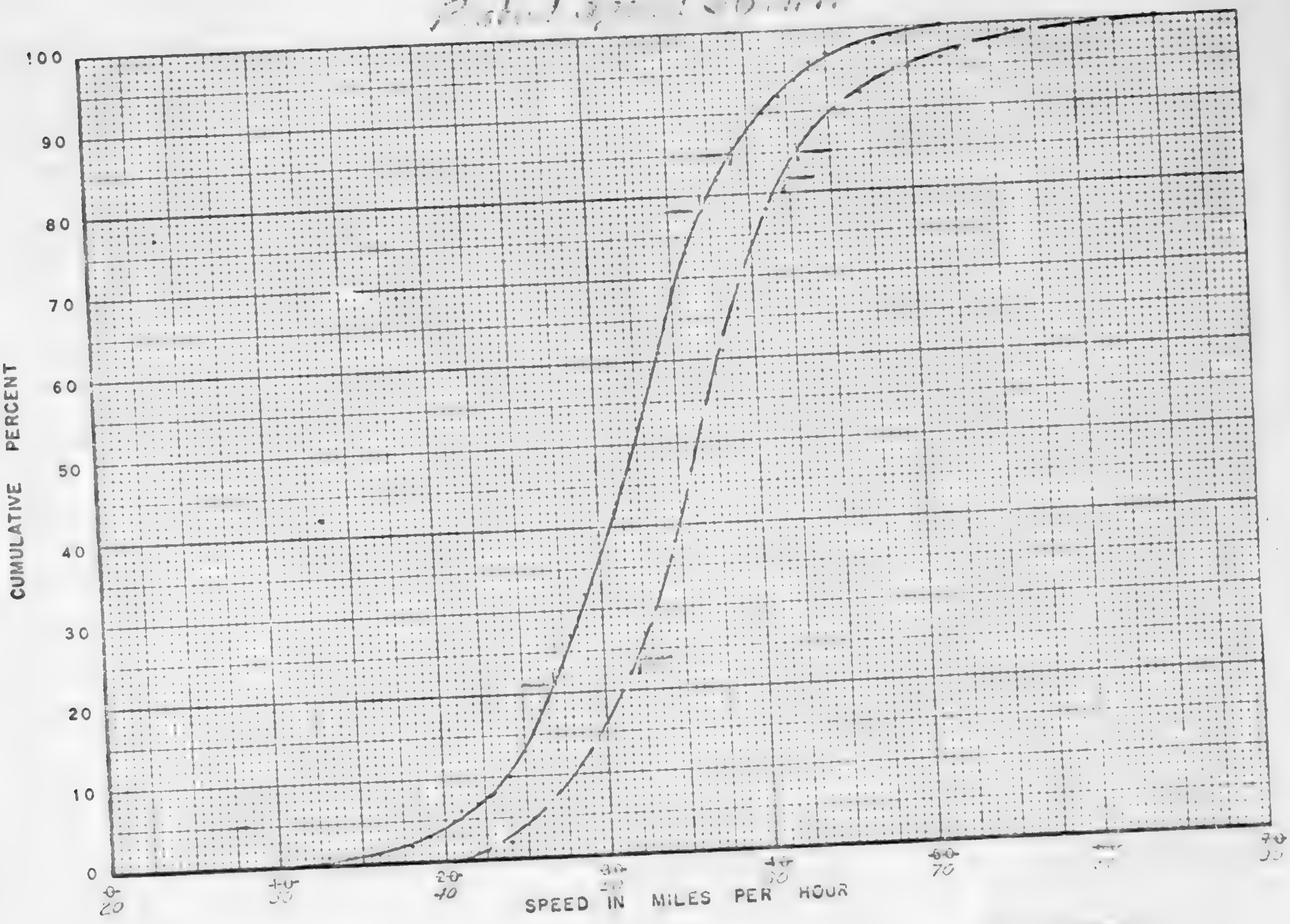
WEATHER CONDITION Cloudy - Dry

NUMBER IN SAMPLE 200

──── East BOUND

— — — West BOUND

Posted Speed 50 MPH



ITEM	East BOUND	West BOUND
85% SPEED	55.0	63.0
PACE LIMITS	47-57	52-62
% IN PACE	57	58
MAX. SPEED	72	85

ECEIVED
SEP 8 - 1969
FORM 2-30 (12-67)
FOR FILING

7706

Cross Referenced To:
Maint
Traffic
Lights - Gen

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 4, 1969

SUBJECT: Speed Zoning & Flashing Beacon Installation
Mt. Hood Highway at Clackamas-Boring & Epperson Roads
West of Sandy
TE 7782

To: Tom Edwards
Assistant State Highway Engr.
BUILDING

7782

In regard to the above numbered assignment, following telephone approval from Mr. Jackson on July 28, 1969, 55 MPH speed signs were installed bracketing the above two intersections on July 29.

Flashing beacons at the two intersections have been installed and were put into operation on August 6, 1969.

L E George

L. E. George
Assistant Traffic Engineer

VPJ:ji

NOTED
TOM EDWARDS

RECEIVED
SEP 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 26 1969
FOR FILING

7706

September 3, 1969

Agenda
4a & b
8-19-69

Hon. Clay Myers
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

1720

Dear Mr. Myers:

Attached for your records is a duplicate original of "Speed Zone Resolution No. 548," which was adopted on August 19, 1969.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

Attachment

[illegible]
AUG 27 1969
FOR FILING

7706

August 26, 1969

Sheriff James C. Holzman
Director of Public Safety
Multnomah County Courthouse
Portland, Oregon 97204

Dear Sheriff Holzman:

I have your letter of August 21 attached to the memo of August 14 signed by Paul J. Nagy, Sergeant of your Uniform Division, which has to do with the Gresham-Sandy Section of Highway 26. Sergeant Nagy's suggested recommendation of grade separations and interchanges being constructed is the right one and by far the best solution to the problem.

When the road was constructed, funds were just not available for freeway design and in order to relieve the traffic on the old two-lane, dangerous section, we built a four-lane divided expressway as that was all the money that was available then and now. We postponed the reconstruction a considerable period of time to accumulate sufficient funds to construct a four-lane expressway to connect with the then existing four-lane unit easterly of Sandy as we felt anything less than this would be intolerable. We have had to do this in other areas "to stretch" the available money and while we realize that it is not the most desirable, we try to do the best we can with the funds we have.

I appreciate your interest in this matter and we will ask our people to look into possible additional signing or other elements that may be added in the interest of traffic safety.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:ajw
bc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Bulien

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon
SHERIFF JAMES C. HOLZMAN, DIRECTOR, DEPARTMENT OF PUBLIC SAFETY
(503) 227-8411 ■ COUNTY COURTHOUSE ■ PORTLAND, OREGON ■ 97204

August 21, 1969

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon

Dear Mr. Cooper:

I am forwarding to your attention a report prepared by my Traffic Safety Section Commander, Sergeant Paul Nagy, in respect to that section of U. S. Highway #26, which lies in Multnomah County. I am sure that you are already aware of the concern about this section of the road, and I refer the matter to you for your consideration. I believe that Sergeant Nagy may have suggestions which might assist you in your considerations.

Yours truly,

James C. Holzman

SHERIFF JAMES C. HOLZMAN
DIRECTOR OF PUBLIC SAFETY

JCH:mw

cc: Sergeant Paul Nagy

Encl.

RECEIVED
AUG 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

August 14, 1969

TO: CHIEF ARD M. PRATT

SUBJECT: "GRESHAM-SANDY HIGHWAY A KILLER" ARTICLE IN GRESHAM OUTLOOK

Regarding the article which appeared in the July 10, 1969 edition of the Gresham Outlook referring to the Gresham-Sandy Highway as a Killer. A study of the allegations were made, and a close look at the recommendations were undertaken.

First off, the statistics printed in this article, and evidently based on information obtained from the Boring Fire Department are inaccurate. Attached find a breakdown of all the accidents which have occurred on the new section of U.S. Highway 26 from Gresham to mile post 23, a distance of about ten miles. This breakdown shows the number of accidents for each year starting in 1966 (July) when the highway opened to the present, and also breaks each accident down into type. These statistics were furnished by Mr. Gilbert Stien, Highway Traffic Control Engineer, Salem, Oregon. As you can see, the Boring Fire Department states there have been 14 fatalities in a 4½ mile stretch, when in fact there have been only 11 fatalities on the entire stretch of new roadway.

I do agree the highway does present some very dangerous elements which should not have been built into it. A four lane road with a wide grass meridian should never have any cross traffic. In addition to the four lanes and the meridian, this highway also has left turn escape lanes at each intersection. At night, and with high speed involved, it is difficult to judge distance. I strongly recommend that overpasses be built at all necessary intersections.

Multnomah County has 2½ miles of this roadway within its jurisdiction, from Powell Valley Road to Stone Road. There are four intersecting roads, Palmquist Rd., Hillyard Rd., Anderson Rd., and Stone Rd. Since the new section has been opened, there have been two fatal accidents resulting in three fatalities on this 2½ mile stretch. One of these, the most recent was at Stone Road, the other was a non-intersection accident.

The 60 mile per hour speed posted for this road is not unrealistic, therefore speed does not seem to be the deciding factor. The engineering problems caused by the intersection design does. If it is not feasible to build the recommended overpasses, I do recommend the following, in addition to a engineering study by qualified traffic engineers.

1. Install mercury-vapor, or similiar lighting devices at all the intersections.

2. Install large 'diamond' signs indicating a dangerous intersection at all the intersections. Each of these signs to be equipped with alternate flashing yellow lights.

"GRESHAM-SANDY HIGHWAY A KILLER" ARTICLE IN GRESHAM OUTLOOK

The editorial in the Gresham Outlook should be viewed with approval for it demonstrates the fact that citizens and groups still can be concerned with problems. My regret is the fact that instead of raising a 'hue and cry' and leaving the matter unresolved, a proposal for solutions utilizing cooperation between State, Local and Civic groups could not have been recommended.

Paul J. Nagy

SERGEANT PAUL J. NAGY
UNIFORM DIVISION

cc: File

JULY, 29, 1969 TUESDAY

SUBJECT:

INFORMATION REGARDING NUMBER OF ACCIDENTS THAT HAVE OCCURED ON NEW U.S. HWY. 26 (MT. HOOD FREEWAY), SINCE IT'S OPENING IN JULY, 1966

THE STATISTICS BELOW ARE FOR THE AREA JUST SOUTH OF GRESHAM WHERE THE NEW HWY. STARTS TO MILE POST (23) WHICH IS WHERE THE NEW HWY. ENDS.....

TOTAL ACCIDENTS..........117
TOTAL INJURIES...........104
TOTAL FATALITY.......... 11

1966

ANGLE ACCIDENTS.... 5
REAR END........... 3
SIDE SWIPE......... 1
TURNING............ 5
NON-COLLISION...... 3
FIXED OBJECT PED... 1
BACKING 1
PED................ 1
MISC............... 4
TOTAL 24 INCLUDING FATALS AND INJURIES

FATALS..... 2
INJURIES...13

1967

ANGLE ACCIDENTS.... 8
REAR END........... 4
SIDE SWIPE......... 2
TRUNING............ 8
NON-COLLISION...... 3
FIXED OBJECT....... 3
BACKING............ 1
PED................ 1
MISC............... 1
TOTAL 31 INCLUDING FATALS AND INJURIES

FATALS..... 2
INJURIES...29

1968

ANGLE ACCIDENTS.... 6
REAR END........... 6
SIDE SWIPE......... 2
TRUNING............ 6
NON-COLLISION......10
FIXED OBJECT....... 5
BACKING............ 4
HEAD ON............ 1
TOTAL 40 INCLUDING FATALS AND INJURIES

FATALS..... 3
INJURIES... 44

1969 STATISTIC'S NOT COMPLETE FATALS..... 4

INJURIES... 18
TOTAL 22

GRESHAM OUTLOOK

Published by Outlook Publishing Company, and entered at the postoffice at Gresham, Oregon, as second-class matter. Published weekly on Thursdays.

Lee Irwin, Walter C. Taylor, Publishers Howard Archer, Assistant Publisher

Hugh Gale, News Editor

Page 2 Gresham Outlook, Gresham, Oregon 97030 July 10, 1969

Gresham-Sandy Highway a Killer

Several years ago when the new Gresham-Sandy highway was opened, everyone drew a sigh of relief.

The old U.S. 26 route long had been one of the most dangerous in the state; the accident frequency was extremely high. The new road, it was said, would be a boon to traffic safety.

Unfortunately it hasn't worked out that way. Why?

The new Gresham-Sandy road is built for freeway speeds, but it isn't engineered like a freeway. There are a number of crossings between here and Sandy, almost every one of which has been the scene of traffic fatalities.

The Boring Fire Department, which has the responsibility for accident calls on a 4½-mile stretch of the road, has been so sickened by the carnage that they're preparing petitions asking that the state do something.

A letter to Gov. Tom McCall brought a reply from the Highway Department that the accident frequency did not seem out of line for such a stretch of road and that the state was "studying" the matter.

The firemen disagree, especially after 14 fatalities in the 4½-mile stretch.

What can be done?

Better illumination at intersections is the first and most obvious step. Most of the accidents seem to have occurred when a driver, making a turn, became confused at the wide intersections and wandered off into the wrong lane. Perhaps reflectorized traffic buttons, clearly delineating each lane, would aid motorists.

Amber warning lights at each intersection might also be helpful. So might a reduction in the speed limit although this seems unfortunate on such a beautiful stretch of road.

But something must be done. A recent weekend when four persons were killed and another half-dozen badly injured --in separate accidents--cries out for an answer.

We hope the State Highway Dept. places a most-urgent priority on this problem.

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 5, 1969

Oregon State Highway Commission

AGENDA
[illegible]

40-b

Gentlemen:

Recently, there have been a number of accidents on the Mt. Hood Highway at its intersections with Clackamas-Boring and Epperson Roads, west of Sandy. On July 28, Chairman Jackson gave telephonic approval to an arrangement with Clackamas County for the installation of flashing beacons at the two intersections. The State's share is estimated to be $1,600 and will be taken from Minor Betterment Funds. The County will maintain the beacons and pay for electrical energy.

Val Johnson says no formal agreement will be prepared (only correspondence)

Also approved was the revision of Speed Zone Resolution No. 519 dated November 22, 1966, and the establishment of the following speed zones on the Mt. Hood Highway, No. 26, in Multnomah and Clackamas Counties:

65 miles per hour between 150 feet east of Palmquist Road (M.P. 14.72) and 0.26 mile west of Clackamas-Boring Road (M.P. 19.28)

50 miles per hour between 0.26 mile west of Clackamas-Boring Road (M.P. 19.28) and 0.29 mile east of Epperson Road (M.P. 19.93)

65 miles per hour between 0.29 mile east of Epperson Road (M.P. 19.93) and 0.20 mile east of Jarl Road (M.P. 22.35)

Fran

Please set up 2 agenda items

76

55 miles per hour between 0.20 mile east of Jarl Road (M.P. 22.35) and the west city limits of Sandy (M.P. 23.44)

Your confirmation of the telephonic approval of these two items is requested. This matter will be on the agenda for the August 19 meeting.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query ✓
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
L. W. Rulien
H. S. Cox
V. E. Skoog

RECEIVED
JUL 29 1969

FOR FILMS

7706

Salem, Oregon
July 28, 1969

Tom Edwards
Assistant State Highway Engineer

OFFICE

On this date, Mr. Jackson gave approval to the installation of a flashing light and reduced speed zone at the intersection of the Mt. Hood Highway and Boring Road.

Please prepare an agenda letter covering telephonic approval.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe

RECEIVED
JUL 29 1969

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 1

P. O. BOX 02157 • PORTLAND, OREGON • 97202 • Phone 654-7741

Cross Referenced To:
[illegible]
[illegible]
[illegible]

July 24, 1969

Mr. John McIntyre, Director
Clackamas County
Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attention: Mr. Bernard L. Straight
Traffic Engineer

Gentlemen:

Installation Flashing Beacons
Hwy. 26 Junction with Boring
and Epperson Road
Clackamas County

The proposal contained in your letter of July 24, 1969 setting forth the conditions wherein the subject installation can be made meets with our agreement. The intent is to share the cost of the installation on a 50-50 basis either by the supply of materials, labor or money, with the County assuming the maintenance and energy cost after the installation is made.

In order to expedite this installation, we have, with our forces this date, dug the holes for the pole bases and brought the reinforcement cages and bolt cages to our Milwaukie office where they can be picked up by your crews. As soon as you can complete the boring of these bases, we will erect the poles and have at the remainder of the installations.

Your cooperation is appreciated.

TOM EDWARDS

Yours truly,

L. W. Rulien

L. W. Rulien
Division Engineer

LWR:fb
cc Tom Edwards
E. S. Hunter
F. B. Crandall
M. W. Stovall

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JUL 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD OREGON CITY, ORE. 97045

bert Schumacher, Commissioner
d Stefani, Commissioner
omas Telford, Commissioner

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

July 24, 1969

Mr. Larry W. Rulein
Division Engineer
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon, 97202

Dear Mr. Rulein:

Reference is made to the correspondence concerning the proposals for the installation of two flashing signals. The signals are to be located at the intersections of Oregon State Highway 26 and Highway 212 (M.R. #16) and Oregon State Highway 26 and Epperson Road.

The Clackamas County representative and your Division representative believe a satisfactory arrangement has been worked out for the installation of these signals.

The County's proposal for one-half of the cost of the project which is estimated at $1,600.00 will be as follows:

A. Material

1.	3 Cu. Yds. Concrete	$ 78.00
2.	1-two way, 12" signal head - red	104.47
3.	2-one way, 12" " " amber	96.38
4.	1 Flasher mechanism	25.00
5.	1 Dimmer circuit	10.00
6.	1 Cabinet with Breaker	28.00
7.	1 Meter base	5.00
8.	2 Ground Rods	11.20
9.	Misc. (Conduit, LB, Service heads, ells for bases, etc.)	36.95

B. Labor and Equipment

1.	Dig 4 pole bases, set 4 bolt cages and Misc. Pour and finish 4 pole bases and set 4 poles	385.00
	Contingencies	35.00
	Total	$815.00

The balance of the $1,600.00 is to be funds allocated from our Department of Public Works' budget.

The County, as stated in previous correspondence, will accept the maintenance and energy costs for these signal installations.

If this proposal meets with your approval, we request that the necessary Agreements be prepared.

Very truly yours,

John C. McIntyre
Director of Public Works

By Bernard L Straight

Bernard L. Straight
Traffic Engineer

BLS:mak

JUL 28 1969

FOR

7706

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 18, 1969

7648

Mrs. Ruby Langlois
Route 1, Box 70
Sandy, Oregon 97005

Dear Mrs. Langlois:

The Gresham-Sandy Section of the Mt. Hood Highway has been the subject of surveillance for some time. As a consequence, additional advance warning signs have been installed on the highway approaches to the several intersections throughout the section.

Notwithstanding the accidents that have occurred at the Boring Road intersection, the records indicate a material improvement in the accident rate for the overall section since the reconstruction and improvement in 1956. Since reconstruction, this nine-mile section has experienced an accident rate of 1.54 accidents per million vehicle miles as compared to 4.[illegible]1 accidents per million vehicle miles on the old route. Further, the 1.54 rate is approximately one-half that of the rural highway system as a whole.

The relative concentration of accidents at the Boring Road crossing is a matter of continuing study for possible additional measures that will afford further betterment.

Sincerely,

Tom
Governor

TM:mj

bcc: Highway

NOTED
R. L. PORTER

RECEIVED
JUL 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

LOGGED SPEED SIGNS IN PLACE

Gresham-Sandy Section - Mt. Hood Highway
July 10, 1969

Eastbound		Westbound	
M.P.	Speed	M.P.	Speed
14.80	65	24.16	30
16.43	65	23.90	45
18.65	65	23.47	55
19.88	65	22.38	65
21.26	65	20.91	65
22.38	55	19.38	65
23.50	45	18.17	65
23.91	30	16.04	65
		14.75	55

ACCIDENT DATA

Gresham-Sandy Section
Mt.Hood Highway

July 1969

Hwy. #	M.P. Limits	Description	Year	ADT	Accidents			Acc. Rate	
					No. Acc.	Killed	Injured		
26	14.75 to	Palmquist Rd.	1968	7544	40	3	41	1.41	1.54 = 2yr
	23.44	(ECL Gresham) to	1967	7176	32 72	2 5	29 70	1.67	
		(WCL Sandy)	1965 to 66	(Construction Period)					
	8.69 Mi.		1964	7614	96	2	90	3.96	4.01 = 2yr
			1963	7051	91 187	4 6	86 176	4.07	

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 11, 1969

To: Tom Edwards
Asst. Highway Engineer
BUILDING

SUBJECT: Gresham-Sandy Section
Mt. Hood Highway

TE 7648

Further on the above, herewith:

1. Summary, "Before" and "After" accident data with respect to the reconstructed section.
2. Detail accident data as per excerpts from computer readout.
3. Log of speed signs in place for the section.
4. Suggested-Draft for the Governor's consideration.

You will find some variation in the total accidents as between Items 1 and 2. The figures of Item 1 should be more nearly correct.

F B Crandall
F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

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                     ROUTE US 26     HIGHWAY  26  MOUNT HOOD                                        DIVISION 1

  LOCATION                        NON TOT  CUML    CSLTY              DVSN  STAT
 PFX    M.P.  LNG     ADT    INT  INT ACC   TOT    F    I      RATE   RANK  RANK TYPES OF ACCIDENTS

       12.48                         1   1  7796                                  PRK-01
       12.52                         1   1  7797                                  TRN-01
   SECTION  0.22   7,204             2   2                      4.13  457-1    -U
       12.68                         1   1  7798        2                         FO--01
       12.71                         1   1  7799                                  FO--01
       12.72                    1        1  7800                                  TRN-01
   SECTION  0.18   7,850        1    2   3                  2   6.96  360-1    -U
       12.87                    1        1  7801                                  RE--01
       12.90                    3        3  7804                                  RE--02 TRN-01
       12.97                    2        2  7806                                  ANG-01 TRN-01
       12.98                         1   1  7807                                  SSO-01
   SECTION  0.20  12,225        6    1   7                      9.38  286-1    -U
       13.06                    2        2  7809        1                         FO--02
       13.07                         4   4  7813                                  RE--02 SSO-01 PRK-01
       13.11                    1        1  7814        1                         FO--01
       13.14                         1   1  7815                                  RE--01
   SECTION  0.22  10,945        3    5   8                  2  10.88  253-1    -U
       13.20                         2   2  7817                                  RE--02
       13.21                    3    1   4  7821        3                         RE--03 SSO-01
       13.26                         2   2  7823        1                         RE--01 TRN-01
       13.27                         1   1  7824                                  MIS-01
       13.29                   11       11  7835        7                         ANG-05 RE--05 TRN-02 BCK-01
       13.32                         1   1  7836                                  RE--01
       13.38                         1   1  7837                                  TRN-01
   SECTION  0.18  10,388       14    8  22*                11  28.65   69-1 162-U  * RATE COMPUTED ON 16 ACCIDENTS
       13.41                    1        1  7838                                  TRN-01
       13.49                    1        1  7839                                  FO--01
       13.52                         1   1  7840        1                         RE--01
   SECTION  0.20  11,100        2    1   3                  1   4.43  459-1    -U
       13.64                    7        7  7847        5                         ANG-03 RE--01 TRN-03
       13.65                         1   1  7848                                  RE--01
       13.68                    2        2  7850        1                         RE--02
   SECTION  0.20   8,460        9    1  10                  6  19.37  127-1 121-U
       13.99                         3   3  7853        1                         RE--03
   SECTION  0.20   7,715             3   3                  1   6.37  372-1    -U
       14.04                         1   1  7854                                  RE--01
       14.11                         1   1  7855                                  RE--01
       14.13                         1   1  7856                                  NC--01
       14.16                    1        1  7857        2                         RE--01
       14.17                    2        2  7859       11                         ANG-01 RE--01
       14.18                   11       11  7870        6                         RE--10 TRN-01
       14.19            POWELL VALLEY ROAD
   SECTION  0.20   8,355       14    3  17                 21  33.35   45-1 105-U
       14.30                         1   1  7871        1                         NC--01
   SECTION  0.20  13,455             1   1                  1   1.21           -U
       14.47                    1        1  7872        3                         TRN-01
   SECTION  0.20   8,100        1        1                  3   2.01           -U
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                    ROUTE US 26     HIGHWAY  26  MOUNT HOOD

  LOCATION                           NON  TOT   CUML    CSLTY                DVSN STATE
PFX    M.P.   LNG     ADT     INT  INT  ACC    TOT    F    I       RATE    RANK   RANK  TYPES OF ACCIDE

      14.74                          1    1    7873          1                             PFF-01
      14.75                     2         2    7875          2                             ANG-01  TRN-01
      14.75    LEAVE GRESHAM
   SECTION  0.20   8,100        2    1    3                  3       6.07   38[illegible]-1      -U
      15.04                          1    1    7876                                        SSO-01
      15.44                     2         2    7878          9                             ANG-01  TRN-01
      15.55                          1    1    7879          2                             NC--01
      15.70                          1    1    7880     1                                  NC--01
   SECTION  1.00   7,958        2    3    5             1   11       2.35   233-1      -R
      16.04                          1    1    7881                                        NC--01
      16.05                          1    1    7882          3                             NC--01
      16.37                          1    1    7883                                        NC--01
   SECTION  1.00   7,852             3    3                  3       1.25   281-1      -R
      17.54                          2    2    7885          1                             NC--02
      17.77                          1    1    7886                                        FO--01
   SECTION  1.00   7,851             3    3                  1       1.25   280-1      -R
      18.08                          1    1    7887     2                                  FC--01
      18.16                          1    1    7888                                        NC--01
      18.54                          1    1    7889          1                             FO--01
      18.60                          1    1    7890          1                             RE--01
   SECTION  1.00   7,050             4    4             2    2       1.86   246-1      -R
      19.54                     2         2    7892          2                             TRN-01  FC--01
      19.64                     2         2    7894          1                             ANG-02
      19.66                          1    1    7895                                        SSO-01
   SECTION  1.00   6,600        4    1    5                  3       2.48   254-1      -R
      21.10                     2         2    7897          6                             ANG-01  TRN-01
      21.44                          1    1    7898          1                             RE--01
      21.66                          1    1    7899                                        SSM-01
      21.70                          1    1    7900          3                             PE--01
      21.94                          1    1    7901          2                             NC--01
   SECTION  1.00   7,680        2    4    6                 12       2.56   2[illegible]-1      -R
      22.15                     1         1    7902                                        TRN-01
      22.17                          1    1    7903                                        HO--01
   SECTION  1.00   8,060        1    1    2                           .81   307-1      -R
      23.44    ENTER SANDY
      23.72                     1         1    7904                                        TRN-01
   SECTION  0.20   8,900        1         1                          1.84              -U
      23.85                     1         1    7905                                        TRN-01
      23.91                          1    1    7906                                        RE--01
   SECTION  0.20   6,595        1    1    2                          4.97   421-1      -U
      24.12                          1    1    7907                                        SSO-01
      24.15                          1    1    7908          2                             RE--01
      24.16                          1    1    7909                                        BCK-01
   SECTION  0.20   6,110             3    3                  2       8.04   330-1      -U
      24.25                     2         2    7911                                        TRN-02
      24.32                     1         1    7912                                        TRN-01
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Year 1967

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                    ROUTE US 26    HIGHWAY  26  MOUNT HOOD

                                              CSLTY           DVSN  STATE
  LOCATION                     NON TOT  CUML
PFX   M.P.  LNG     ADT    INT INT ACC   TOT  F   I    RATE   RANK  RANK  TYPES
                                 1   1  9662      1                       NC--01
      13.95                                                               FO--01
                                 1   1  9663
      13.99                                       3    7.71  340-1    -U
SECTION     0.20   7,100         4   4                                    FO--01
                                 1   1  9664      1
      14.00                                                               TRN-01
                                 1   1  9665
      14.02                                                               RE--01
                                 2   2  9667      1
      14.05
      14.15     LEAVE GRESHAM                                             ANG-01
                             3       3  9670
      14.16
      14.16           POWELL VALLEY RD                                    ANG-01
                            19      19  9689     17
      14.18
      14.19           POWELL VALLEY ROAD
SECTION     0.20   7,720    22   4  26           19   46.13  029-1 071-U  RE--01
                             1       1  9690      2
      14.46                                                               FO--01
                             1       1  9691
      14.47                                                               RE--01
                                 1   1  9692      2
      14.50                                                               ANG-01
                             2       2  9694      2
      14.53                                                               HO--01
                                 1   1  9695
      14.66                                                               SSO-01
                                 1   1  9696
      14.74
      14.74           KANE ROAD                                           PED-0
                             4       4  9700      5
      14.75                                                               SSO-0
                                 1   1  9701
      14.77
      14.79           PALMQUIST ROAD
SECTION     0.80   8,537     8   4  12           11    4.81  127-1    -R
      15.11           SALQUIST ROAD
      15.14           BARNES ROAD
      15.55           ANDERSON RD                                         SSO-0
                                 1   1  9702
      15.74
      15.76           WELCH RD
SECTION     1.00   7,251         1   1                  .37           -R  ANG-0
                             5       5  9707      9
      16.24
      16.33           ELSA STREET
      16.49           BORING ROAD
                                 1   1  9708                              FO--0
      16.73
      16.87           DODGE PARK ROAD
                                 1   1  9709                              FO--0
      16.97
SECTION     1.00   7,252     5   2   7            9    2.64  238-1    -R
      17.26           SHORT ROAD                                          HO--0
                                 1   1  9710      3
      17.27
      17.31           POWELL VALLEY ROAD
      17.47           BLUFF ROAD
SECTION     1.00   7,251         1   1            3     .37           -R
      18.06           CLARK ROAD                                          RE--0
                                 1   1  9711      5
      18.16                                                               NC--0
                                 1   1  9712
      18.50
      18.54           COUNTY ROAD                                         NC--0
                                 1   1  9713  1   1
      18.80
SECTION     1.00   6,578         3   3        1   6    1.24  319-1    -R
```

Year 1967

TE US 26 HIGHWAY 26 MOUNT HOOD

	INT	NON INT	TOT ACC	CUML TOT	CSLTY F	CSLTY I	RATE	DVSN RANK	STATE RANK	TYPES OF ACCIDENTS
		1	1	9662		1				NC--01
		1	1	9663						FO--01
		4	4			3	7.71	340-1	-U	
		1	1	9664		1				FO--01
		1	1	9665						TRN-01
		2	2	9667		1				RE--01 TRN-01
ESHAM										
	3		3	9670						ANG-01 TRN-01 FO--01
ELL VALLEY RD										
	19		19	9689		17				ANG-01 RE--11 TRN-07
ELL VALLEY ROAD										
	22	4	26			19	46.13	029-1	071-U	
	1		1	9690		2				RE--01
	1		1	9691						FO--01
		1	1	9692		2				RE--01
	2		2	9694		2				ANG-01 FO--01
		1	1	9695						HO--01
		1	1	9696						SSO-01
E ROAD										
	4		4	9700		5				PED-01 ANG-01 TRN-02
		1	1	9701						SSO-01
LMQUIST ROAD										
7	8	4	12			11	4.81	127-1	-R	
LQUIST ROAD										
NES ROAD										
ERSON RD										
		1	1	9702						SSO-01
LCH RD										
		1	1				.37		-R	
	5		5	9707		9				ANG-01 TRN-03 BCK-01
SA STREET										
NG ROAD										
		1	1	9708						FO--01
DGE PARK ROAD										
		1	1	9709						FO--01
2	5	2	7			9	2.64	238-1	-R	
ORT ROAD										
		1	1	9710		3				HO--01
WELL VALLEY ROAD										
UFF ROAD										
1		1	1			3	.37		-R	
ARK ROAD										
		1	1	9711		5				RE--01
		1	1	9712						NC--01
UNTY ROAD										
		1	1	9713	1	1				NC--01
78		3	3		1	6	1.24	319-1	-R	

```
                      ROUTE US 26    HIGHWAY  26  MOUNT HOOD
  LOCATION                        NON TOT  CUML   CSLTY             DVSN STATE
PFX       M.P.  LNG   ADT     INT INT ACC   TOT   F  I    RATE   RANK  RANK TYP
         19.03        POWELL VALLEY RD
         19.25                    1   1    9714                                RE-
         19.26        EPPERSON RD
         19.54                5       5    9719                                ANG-
         19.58                    1   1    9720      1                         NC--
         19.64                2       2    9722   1                            ANG-
  SECTION       1.00  6,684   7   2   9           1  1    3.68   179-1     -R
         20.08        REVENUE ROAD
         20.25        BORING ROAD
         21.10                1       1    9723                                ANG-
         21.67        OREGON CITY-SANDY RD
         21.72                    1   1    9724                                MIS
  SECTION       1.00  7,250   1   1   2                    .75   344-1     -R
         22.15                2       2    9726      5                         TRN
         22.28        JARL ROAD
         22.80                    1   1    9727                                TRN
         22.88                1       1    9728                                RE-
         22.99        DUNCAN RD
  SECTION       1.00  7,472   3   1   4              5    1.46   302-1     -R
         23.44    ENTER SANDY
         23.72                1       1    9729                                NC-
  SECTION       0.20  8,450   1       1                   1.62             -U
         23.84                    1   1    9730                                RE
         23.85                3       3    9733      2                         RE
  SECTION       0.20  6,275   3   1   4              2    8.73   310-1     -U
         24.04                    1   1    9734                                BC
         24.13                1   1   2    9736                                RE
         24.15                    1   1    9737                                PR
         24.19                2       2    9739                                AN
  SECTION       0.20  5,820   3   3   6                  14.12   223-1     -U
         24.29                    1   1    9740                                BC
         24.32                    1   1    9741      1                         PS
         24.38                    1   1    9742                                PR
  SECTION       0.20  6,000       3   3              1    6.84   363-1     -U
         24.40                3       3    9745                                AN
         24.45                1   1   2    9747      1                         T
         24.54                    1   1    9748                                T
         24.59                2       2    9750                                T
  SECTION       0.20  4,800   6   2   8              1   22.83   129-1  298-U
         24.66                    1   1    9751                                N
  SECTION       0.10  5,560       1   1                   4.92             -U
         25.28      LEAVE SANDY
         25.34              OLD BARLOW RD
         25.49                    1   1    9752      1                         S
         25.55              CONN TO OLD ALIGNMENT
         25.57                    1   1    9753                                R
         25.74                    1   1    9754      1                         T
```

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UTE US 26     HIGHWAY  26  MOUNT HOOD

       NON TOT  CUML    CSLTY             DVSN STATE
   INT INT ACC   TOT    F  I      RATE    RANK  RANK TYPES OF ACCIDENTS

ELL VALLEY RD
         1   1  9714                                 RE--01
ERSON RD
     5       5  9719                                 ANG-03 RE--01 FO--01
         1   1  9720       1                         NC--01
     2       2  9722    1                            ANG-02
     7   2   9          1  1      3.68   179-1    -R
ENUE ROAD
ING ROAD
     1       1  9723                                 ANG-01
EGON CITY-SANDY RD
         1   1  9724                                 MIS-01
0    1   1   2                     .75   344-1    -R
     2       2  9726       5                         TRN-02
L ROAD
         1   1  9727                                 TRN-01
     1       1  9728                                 RE--01
CAN RD
2    3   1   4             5      1.46   302-1    -R
NDY
     1       1  9729                                 NC--01
     1       1                    1.62            -U
         1   1  9730                                 RE--01
     3       3  9733       2                         RE--02 TRN-01
     3   1   4             2      8.73   310-1    -U
         1   1  9734                                 BCK-01
     1   1   2  9736                                 RE--01 TRN-01
         1   1  9737                                 PRK-01
     2       2  9739                                 ANG-01 TRN-01
0    3   3   6                   14.12   223-1    -U
         1   1  9740                                 BCK-01
         1   1  9741       1                         PED-01
         1   1  9742                                 PRK-01
0        3   3             1      6.84   363-1    -U
     3       3  9745                                 ANG-01 RE--01 TRN-01
     1   1   2  9747       1                         TRN-02
         1   1  9748                                 TRN-01
     2       2  9750                                 TRN-02
0    6   2   8             1     22.83   129-1 298-U
         1   1  9751                                 NC--01
0        1   1                    4.92            -U
ANDY
D BARLOW RD
         1   1  9752       1                         SSO-01
NN TO OLD ALIGNMENT
         1   1  9753                                 RE--01
         1   1  9754       1                         TRN-01
```

Year 1964

MT HOOD HIGHWAY 26

INTERSECTION MILEPOST	ACC.	NON-INTERSECT MILEPOST	ACC.	TOTAL BY MILE ACC.	KIL.	INJ.	PRIOR YEAR INT.	OTH		ACC
8.40	2								RE-- 1 NC-- 1	
		8.41	1						SSM- 1	
8.46	1								RE-- 1	
		8.48	1						MIS- 1	
		8.66	1						TRN- 1	
8.85	1	8.85	1						RE-- 1 NC-- 1	
		8.89	1						TRN- 1	
8.98	1								RE-- 1	
TOTAL M.P.		8		18		14				
										L
		9.13	1						RE-- 1	
9.15	1								RE-- 1	
		9.17	1						RE-- 1	
		9.24	1						RE-- 1	
		9.25	1						TRN- 1	
		9.34	1						RE-- 1	
		9.36	2						TRN- 1 MIS- 1	
		9.37	1						TRN- 1	
9.46	2								TRN- 2	
9.72	2								RE-- 1 TRN- 1	
		9.79	1						NC-- 1	
9.87	10								ANG- 3 HO-- 1 RE--	
TOTAL M.P.		9		24		26				
										LE
		10.14	1						TRN- 1	
10.34	2								RE-- 2	
		10.65	1						RE-- 1	
		10.73	2						RE-- 1 NC-- 1	
		10.74	1						RE-- 1	
		10.76	1						NC-- 1	
		10.79	1						NC-- 1	
TOTAL M.P.		10		9		7				
										LEN
		11.35	1						FO-- 1	
		11.56	1						TRN- 1	
		11.60	1						NC-- 1	
		11.85* ENTER GRESHAM								
TOTAL M.P.		11		3						
										LEN
		13.83* LEAVE GRESHAM								
		13.99	2						RE-- 1 TRN- 1	
TOTAL M.P.		13		2		1				
										LEN
		14.15	1						RE-- 1	
14.16	5								RE-- 1 TRN- 1 FO--	
		14.19* E BURNSDE CONN JC								
14.19	1								RE-- 1	
		14.27	1						NC-- 1	

ear 1964

```
26
PRIOR YEAR                   ACC                                                 PAGE 193
 INT. OTH

               RE-- 1 NC-- 1
               SSM- 1
               RE-- 1
               MIS- 1
               TRN- 1
               RE-- 1 NC-- 1
               TRN- 1
               RE-- 1
                              LENGTH 1.00  ADT    7679  RATE     6.40  PRIORITY  582

               RE-- 1
               RE-- 1
               RE-- 1
               RE-- 1
               TRN- 1
               RE-- 1
               TRN- 1 MIS- 1
               TRN- 1
               TRN- 2
               RE-- 1 TRN- 1
               NC-- 1
               ANG- 3 HO-- 1 RE-- 3 SSO- 1 TRN- 1 BCK- 1
                              LENGTH 1.00  ADT    6750  RATE     9.71  PRIORITY  307

               TRN- 1
               RE-- 2
               RE-- 1
               RE-- 1 NC-- 1
               RE-- 1
               NC-- 1
               NC-- 1
                              LENGTH 1.00  ADT    5839  RATE     4.21  PRIORITY 1021

               FO-- 1
               TRN- 1
               NC-- 1

                              LENGTH 0.85  ADT    5551  RATE     1.74  PRIORITY 1831

               RE-- 1 TRN- 1
                              LENGTH 0.17  ADT    7400  RATE     4.34  PRIORITY  993

               RE-- 1
               RE-- 1 TRN- 1 FO-- 2 BCK- 1

               RE-- 1
               NC-- 1
```

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                                                              26
                                 MT HOOD HIGHWAY
                                             TOTAL BY MILE   PRIOR YEAR
 INTERSECTION      NON-INTERSECT                              INT. OTH
 MILEPOST ACC.     MILEPOST ACC.          ACC. KIL. INJ.
                                                                            TRN- 1
                      14.68   1                                             TRN- 1
                      14.70   1                                             PED- 1 NC-- 1
                      14.72   2                                             RE-- 1
                      14.75   1                                             RE-- 1
                                                                            HO-- 1
    14.79    1
                      14.80   1
            TOTAL M.P. 14                  15         12
                                                                            ANG- 1
                                                                            RE-- 1
    15.14    1
                      15.52   1                                             TRN- 1
                      15.56   1                                             TRN- 1
                                                                            RE-- 1
    15.66    1
    15.76    1
            TOTAL M.P. 15                   5          2
                                                                            RE-- 1
                      16.07   1                                             RE-- 1
                      16.11   1                                             ANG- 3 RE-- 3
    16.49    8        16.49   1                                             TRN- 1
                      16.54   1                                             NC-- 1
                                                                            ANG- 1 HO-- 1
    16.87    1
                      16.91   2
            TOTAL M.P. 16                  15         13
                 17.31* ORIENT                                              RE-- 1
                      17.49   1                                             SSO- 1
                      17.61   1                                             NC-- 1
                      17.77   1
                 17.96* MULTNOMAH CLAK COUNTY LINE                          NC-- 1
                      17.97   1
            TOTAL M.P. 17                   4          1
                                                                            RE-- 1
                      18.53   1
            TOTAL M.P. 18                   1
                                                                            RE-- 1
                                                                            RE-- 1 TRN- 2
    19.03    1
                      19.14   3                                             SSM- 1
                      19.15   1                                             HO-- 1
                      19.18   1                                             SSM- 1
                      19.79   1
            TOTAL M.P. 19                   7          5
                                                                            RE-- 2
                      20.15   2                                             RE-- 1 TRN-
                                                                            SSM- 1
    20.25    2
                      20.27   1                                             RE-- 1
                      20.29   1                                             SSO- 1
                      20.53   1                                             NC-- 2
                      20.67   2                                             SSM- 1
                      20.80   1
 YEAR                        ACC
. OTH

         TRN- 1
         TRN- 1
         PED- 1 NC-- 1
         RE-- 1
         RE-- 1
         HO-- 1
                          LENGTH 1.00  ADT  10511  RATE   3.90  PRIORITY 1105

         ANG- 1
         RE-- 1
         TRN- 1
         TRN- 1
         RE-- 1
                          LENGTH 1.00  ADT  10500  RATE   1.30  PRIORITY 1935

         RE-- 1
         RE-- 1
         ANG- 3 RE-- 3 TRN- 2 FO-- 1
         TRN- 1
         NC-- 1
         ANG- 1 HO-- 1
                          LENGTH 1.00  ADT   9342  RATE   4.39  PRIORITY  977


         RE-- 1
         SSO- 1
         NC-- 1

         NC-- 1
                          LENGTH 1.00  ADT   7165  RATE   1.53  PRIORITY 1888

         RE-- 1
                          LENGTH 1.00  ADT   6700  RATE    .41

         RE-- 1
         RE-- 1 TRN- 2
         SSM- 1
         HO-- 1
         SSM- 1
                          LENGTH 1.00  ADT   6404  RATE   2.99  PRIORITY 1405

         RE-- 2
         RE-- 1 TRN- 1
         SSM- 1
         RE-- 1
         SSO- 1
         NC-- 2
         SSM- 1
```

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                                    MT HOOD HIGHWAY                  26
INTERSECTION        NON-INTERSECT     TOTAL BY MILE       PRIOR YEAR
MILEPOST ACC.       MILEPOST ACC.       ACC. KIL. INJ.      INT. OTH

                       20.99    1                                            RE-- 1
              TOTAL M.P. 20               11    1   21

   21.67    5                                                                ANG- 1 RE-- 3
                       21.70    1                                            SSM- 1
                       21.83    1                                            MIS- 1
              TOTAL M.P. 21                7         7

                       22.17    1                                            RE-- 1
                       22.72    1                                            MIS- 1
                       22.78    1                                            RE-- 1
                       22.94    1                                            SSM- 1
   22.99    1                                                                RE-- 1
              TOTAL M.P. 22                5         1

                       23.01    1                                            HO-- 1
                       23.42    1                                            TRN- 1
                   23.67* ENTER SANDY
              TOTAL M.P. 23                2         1

                   25.28* LEAVE SANDY
                       26.28    1                                            FO-- 1
   26.78    2          26.78    1                                            RE-- 1 TRN- 2
              TOTAL M.P. 26                4         5

                       27.20    1                                            HO-- 1
                       27.28    1                                            NC-- 1
                       27.82    1                                            NC-- 1
              TOTAL M.P. 27                3         2

                       28.58    1                                            RE-- 1
                       28.74    1                                            RE-- 1
   28.76    1                                                                RE-- 1
              TOTAL M.P. 28                3         1

                       29.00    1                                            SSO- 1
                       29.10    1                                            TRN- 1
                       29.28    1                                            RE-- 1
              TOTAL M.P. 29                3         8

                       31.17    1                                            RE-- 1
                       31.27    1                                            SSO- 1
   31.42    1                                                                ANG- 1
                       31.71    1                                            RE-- 1
              TOTAL M.P. 31                4         2

                       33.26    2                                            NC-- 1 FO-- 1
              TOTAL M.P. 33                2         3
```

```
          RE-- 1
                         LENGTH 1.00  ADT   6975  RATE   4.31  PRIORITY 1000

          ANG- 1 RE-- 3 TRN- 1
          SSM- 1
          MIS- 1
                         LENGTH 1.00  ADT   6988  RATE   2.74  PRIORITY 1486

          RE-- 1
          MIS- 1
          RE-- 1
          SSM- 1
          RE-- 1
                         LENGTH 1.00  ADT   6791  RATE   2.01  PRIORITY 1744

          HO-- 1
          TRN- 1

                         LENGTH 0.67  ADT   7084  RATE   1.15  PRIORITY 1967

          FO-- 1
          RE-- 1 TRN- 2
                         LENGTH 1.00  ADT   5213  RATE   2.10  PRIORITY 1720

          HO-- 1
          NC-- 1
          NC-- 1
                         LENGTH 1.00  ADT   4450  RATE   1.84  PRIORITY 1791

          RE-- 1
          RE-- 1
          RE-- 1
                         LENGTH 1.00  ADT   4318  RATE   1.90  PRIORITY 1776

          SSO- 1
          TRN- 1
          RE-- 1
                         LENGTH 1.00  ADT   3900  RATE   2.10  PRIORITY 1719

          RE-- 1
          SSO- 1
          ANG- 1
          RE-- 1
                         LENGTH 1.00  ADT   3871  RATE   2.82  PRIORITY 1465

          NC-- 1 FO-- 1
                         LENGTH 0.63  ADT   3852  RATE   2.25  PRIORITY 1674
```

Year 1963

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                                                                  26
                                  MT HOOD HIGHWAY               PRIOR YEAR
INTERSECTION        NON-INTERSECT    TOTAL BY MILE               INT. OTH
MILEPOST ACC.       MILEPOST ACC.    ACC. KIL. INJ.
                                                                             TRN- 1
                        9.36   1                                             TRN- 1
                        9.39   1                                             TRN- 1
                        9.50   1                                             MIS- 1
                        9.60   1                                             NC-- 1
  9.67   1                                                                   ANG- 2 TRN- 3
  9.87   5                                                                   ANG- 1
  9.89   1                                                                   MIS- 1
                        9.91   1
           TOTAL M.P.   9            18          6        11     4
                                                                             NC-- 1
                       10.17   1                                             NC-- 1
                       10.33   1                                             RE-- 2 TRN- 1
 10.34   4                                                                   SSM- 1
                       10.56   1                                             NC-- 1
                       10.63   1                                             NC-- 1
                       10.68   1                                             ANG- 1 RE-- 1
 10.75   1             10.75   1                                             NC-- 1
                       10.79   1                                             NC-- 1
                       10.85   1                                             HO-- 1
                       10.95   1
           TOTAL M.P.  10            14    2    13         8     9
                                                                             RE-- 1
                       11.67   1
                  11.85* WCL GRESHAM
           TOTAL M.P.  11             1                    1     1

           TOTAL M.P.  12                                  1

                  13.83* ECL GRESHAM
 13.99   1                                                                   TRN- 1
           TOTAL M.P.  13             1                          3

                       14.08   1                                             FO-- 1
                       14.09   1                                             SSO- 1
 14.15   1                                                                   SSO- 1
 14.16  11                                                                   RE-- 5 SSO-
                  14.19* E BURNSDE CONN JC
 14.19   3             14.19   1                                             RE-- 2 SSO-
                       14.24   1                                             SSO- 1
                       14.49   1                                             SSM- 1
                       14.73   1                                             RE-- 1
                       14.77   1                                             PED- 1
                       14.78   2                                             RE-- 1 TRN-
 14.79   2                                                                   ANG- 1 TRN-
                       14.81   4                                             SSM- 1 TRN-
                       14.89   1                                             RE-- 1
           TOTAL M.P.  14            31         20        18     7
```

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6                    ACC
IOR YEAR
INT. OTH

           TRN- 1
           TRN- 1
           TRN- 1
           MIS- 1
           NC-- 1
           ANG- 2 TRN- 3
           ANG- 1
           MIS- 1                          RATE    7.95    ADT   6180    PRIORITY  365
 11     4

           NC-- 1
           NC-- 1
           RE-- 2 TRN- 1 NC-- 1
           SSM- 1
           NC-- 1
           NC-- 1
           ANG- 1 RE-- 1
           NC-- 1
           NC-- 1
           HO-- 1                          RATE    7.07    ADT   5405    PRIORITY  444
  8     9

           RE-- 1

  1     1

  1

            TRN- 1
        3

            FO-- 1
            SSO- 1
            SSO- 1
            RE-- 5 SSO- 1 TRN- 4 BCK- 1

            RE-- 2 SSO- 1 TRN- 1
            SSO- 1
            SSM- 1
            RE-- 1
            PED- 1
            RE-- 1 TRN- 1
            ANG- 1 TRN- 1
            SSM- 1 TRN- 2 NC-- 1
            RE-- 1                         RATE    9.07    ADT   9334    PRIORITY  274
  18    7
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                              MT HOOD HIGHWAY             26
INTERSECTION       NON-INTERSECT    TOTAL BY MILE       PRIOR YEAR
MILEPOST ACC.      MILEPOST ACC.      ACC. KIL. INJ.      INT. OTH

                      15.05    1                                         ANG- 1
   15.11    1                                                            FO-- 1
   15.14    3                                                            PED- 1 RE-- 1 N
                      15.45    1                                         SSM- 1
                      15.48    1                                         RE-- 1
                      15.64    1                                         NC-- 1
   15.76    3                                                            HO-- 1 RE-- 1 S
                      15.78    1                                         RE-- 1
                      15.83    3                                         RE-- 1 SSM- 1 B
              TOTAL M.P.  15         15    4    13       6      7

                      16.22    1                                         NC-- 1
                      16.24    1                                         NC-- 1
                      16.30    1                                         NC-- 1
                      16.32    1                                         FO-- 1
   16.33    1                                                            TRN- 1
   16.49   10                                                            ANG- 3 RE-- 3 T
                      16.53    1                                         TRN- 1
                      16.62    1                                         RE-- 1
                      16.83    2                                         RE-- 1 NC-- 1
   16.87    3                                                            ANG- 1 RE-- 1 T
                      16.89    1                                         SSM- 1
                      16.96    1                                         RE-- 1
              TOTAL M.P.  16         24         19      10     10

                      17.02    1                                         NC-- 1
                      17.06    1                                         NC-- 1
                  17.31* ORIENT
   17.31    1         17.31    1                                         RE-- 1 NC-- 1
                      17.33    1                                         RE-- 1
                      17.41    1                                         BCK- 1
   17.47    1                                                            RE-- 1
                      17.61    1                                         NC-- 1
                  17.96* MULTNOMAH CLAK COUNTY LINE
              TOTAL M.P.  17          8          6       1     12

   18.06    1                                                            ANG- 1
                      18.31    1                                         RE-- 1
                      18.67    2                                         RE-- 2
                      18.81    1                                         RE-- 1
              TOTAL M.P.  18          5          3       1      4

                      19.67    1                                         NC-- 1
              TOTAL M.P.  19          1          2              4

   20.25    6         20.25    1                                         ANG- 1 HO-- 1
                      20.66    1                                         ANG- 1
                      20.67    3                                         RE-- 1 NC-- 2
```

```
  26
PRIOR YEAR                     ACC
  INT. OTH

             ANG- 1
             FO-- 1
             PED- 1 RE-- 1 NC-- 1
             SSM- 1
             RE-- 1
             NC-- 1
             HO-- 1 RE-- 1 SSO- 1
             RE-- 1
             RE-- 1 SSM- 1 BCK- 1
                                        RATE   4.25   ADT  9639   PRIORITY  909
   6     7

             NC-- 1
             NC-- 1
             NC-- 1
             FO-- 1
             TRN- 1
             ANG- 3 RE-- 3 TRN- 2 BCK- 2
             TRN- 1
             RE-- 1
             RE-- 1 NC-- 1
             ANG- 1 RE-- 1 TRN- 1
             SSM- 1
             RE-- 1
                                        RATE   7.87   ADT  8330   PRIORITY  372
  10    10

             NC-- 1
             NC-- 1

             RE-- 1 NC-- 1
             RE-- 1
             BCK- 1
             RE-- 1
             NC-- 1
                                        RATE   3.38   ADT  6465   PRIORITY 1158
   1    12

             ANG- 1
             RE-- 1
             RE-- 2
             RE-- 1
                                        RATE   2.27   ADT  6000   PRIORITY 1512
   1     4

             NC-- 1
         4

             ANG- 1 HO-- 1 RE-- 4 TRN- 1
             ANG- 1
             RE-- 1 NC-- 2
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                              MT HOOD HIGHWAY             26
INTERSECTION     NON-INTERSECT    TOTAL BY MILE      PRIOR YEAR
MILEPOST ACC.    MILEPOST ACC.      ACC. KIL. INJ.     INT. OTH

          TOTAL M.P.  20             11         8        9     6

                     21.17   1                                         RE-- 1
                     21.50   1                                         RE-- 1
                     21.64   1                                         FO-- 1
                     21.66   1                                         RE-- 1
  21.67   1          21.67   1                                         ANG- 1 BCK-
                     21.68   2                                         RE-- 2
                     21.76   1                                         SSO- 1
          TOTAL M.P.  21              9         8              6

                     22.08   1                                         RE-- 1
                     22.14   2                                         RE-- 1 TRN-
  22.28   1          22.28   1                                         ANG- 1 RE--
                     22.67   2                                         RE-- 2
                     22.93   1                                         RE-- 1
  22.99   4                                                            RE-- 2 SSO-
          TOTAL M.P.  22             12        16        1     5

                     23.15   1                                         SSO- 1
                 23.67* WCL SANDY
          TOTAL M.P.  23              1                        3

                 25.28* ECL SANDY
          TOTAL M.P.  25                                       2

                     26.06   1                                         TRN- 1
  26.79   1                                                            NC-- 1
          TOTAL M.P.  26              2         3              4

                     27.00   1                                         RE-- 1
                     27.28   1                                         NC-- 1
          TOTAL M.P.  27              2         5              1

                     28.28   1                                         RE-- 1
          TOTAL M.P.  28              1         1              3

          TOTAL M.P.  29                                       3

                     30.28   1                                         SSM- 1
          TOTAL M.P.  30              1         5              1

                     31.28   1                                         RE-- 1
                     31.78   1                                         FO-- 1
          TOTAL M.P.  31              2         2

                     32.78   1                                         HO-- 1
          TOTAL M.P.  32              1         1        2     1
```

```
     26
    PRIOR YEAR
NJ.   INT. OTH                ACC

      9    6                            RATE   4.98   ADT  6025   PRIORITY  761
             RE-- 1
             RE-- 1
             FO-- 1
             RE-- 1
             ANG- 1 BCK- 1
             RE-- 2
             SSO- 1
           6                            RATE   4.08   ADT  6015   PRIORITY  962
             RE-- 1
             RE-- 1 TRN- 1
             ANG- 1 RE-- 1
             RE-- 2
             RE-- 1
             RE-- 2 SSO- 1 TRN- 1
      1    5                            RATE   5.64   ADT  5807   PRIORITY  634
             SSO- 1
           3

           2

             TRN- 1
             NC-- 1
           4                            RATE   1.19   ADT  4554   PRIORITY 1792
             RE-- 1
             NC-- 1
           1                            RATE   1.38   ADT  3950   PRIORITY 1768
             RE-- 1
           3

           3

             SSM- 1
           1

             RE-- 1
             FO-- 1

             HO-- 1                     RATE   1.60   ADT  3413   PRIORITY 1712
      2    1
```

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 9, 1969

19.5

SUBJECT: Flashing Beacon Installation
Mt. Hood Hwy. @ Clackamas-Boring
Road & Epperson Road

TE 7648

To: Tom Edwards
Asst. Highway Engineer
BUILDING

I checked with Rulien this date as to the state of progress of negotiations with the County. You will recall the County pleaded poverty on this and it was thought we could work out some sharing of services, materials, etc., in lieu of cash on the barrelhead. The total estimated cost of this job is ~~$32,000~~ $3,200

Rulien indicates the County is still pleading the lack of wherewithall even in terms of labor and materials participation, at least to the extent of approximating a 50-50 go.

In view of the heat on this, I would suggest Rulien be instructed to get the County committed to standard maintenance and power consumption costs plus the best we can get out of them in the way of materials and services.

F. B. Crandall

F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

16994
Ebert A Alopper II

Edwards
DEPUTY STATE
DRAFT PLEASE

LANGLOIS TO HWY 7/2

-9053

June 28-1969
Saturday

To whom it may concern:

Another death making the total of 3 in the past four days has prompted me to write this letter. A letter that will most likely end up in a waste paper basket. But i must try to reach someone, How much longer is this needless slaughter of human beings going to go on, on our so called beautiful highway between Sandy & Gresham, Ore.? Before something is done. It's no longer a beautiful highway [illegible] 11 mile long Coffin! [illegible] in the name of

Bruce [illegible]

Why can't traffic lights be installed at some of the more dangerous of the intersections? One such place is the cut off to Boring near Heidi's Restaurant. How many more people have to die there before one is installed? Or die at one of the many other intersections? I'm not saying that a traffic signal would stop all the accidents, but wouldn't it be worth it if only it saved one life, or is the cost of a traffic signal more than that of a human life? [illegible] more [illegible] [illegible] think [illegible] some [illegible] at [illegible]

3

I am I'm also a wife and mother ~~[illegible]~~ who every time drives that highway thanks God when I get home that I made it thru that death trap. I've asked a lot of questions and deep down I know I'll never get an answer. I only hope that the next one killed isn't one of my own.

Mrs. Billy Laughlin
Rt 1 Box 76
Sandy [illegible]
47055

RECEIVED
JUL 14 1969
FOR FILING

7706

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
June 27, 1969

SUBJECT:
Assignment 7520-Edwards
Signing Improvements
Mt. Hood Highway
Gresham to Sandy

To:
Mr. Victor D. Wolfe
Asst. State Hwy. Engineer
Salem

7520

Please be advised that the signing improvements consisting of 48-inch cross road symbol signs with road names have been installed as of 6-18-69. This should conclude the signing portion of the subject assignment. In addition, we are attempting to work out with the County some work-sharing means of affixing the flasher installations.

L. W. Rulien
Division Engineer

LWR:fb
cc F. B. Crandall
M. W. Stovall
R. W. Failmezger

NOTED
VICTOR D. WOLFE

NOTED
TOM EDWARDS

RECEIVED
JUL 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1969
FOR FILE

7706

Cross Referenced To:
Maint
Traffic
Lights
Gen.

June 12, 1969

7557

Mr. Bernard L. Straight
Traffic Engineer
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. Straight:

This will acknowledge your letter of May 29 concerning the installation of flashing beacons at the intersections of the Mt. Hood Highway with ORE212 and with Epperson Road.

It is believed that a satisfactory arrangement for sharing the furnishing of material and labor can be worked out. Representatives of our Division Office will contact you and discuss this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter (enc.)
H. S. Cox (enc.)
L. W. Rulien (enc.) - Traffic will furnish you with plans and detailed cost estimates. Please work out a satisfactory cooperative arrangement.

VPJ:ji ja

Robert Schumacher, Commissioner
Fred Stefani, Commissioner
Thomas Telford, Commissioner

COUNTY OF CLACKAMAS

DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD OREGON CITY, ORE. 97045

JOHN C. McINTYRE
Director
Phone 656-2641
Ext. 281

May 29, 1969

Mr. Tom Edwards
Assistant State Highway Engineer
Highway Building
Salem, Oregon, 97310

Dear Mr. Edwards:

Reference is made to your letter of ~~March~~ May 16, 1969 stating the need for the installation of flashing beacons at two intersections: Highway 26 and Highway 212 and Highway 26 and Epperson Road,

Clackamas County concurs with the need of the flashers and is interested in their installation.

The County is limited on funds that could be allocated to this type of project. We feel that we would be able to participate by using our County labor forces and providing some materials and equipment. We would agree to sharing one-half of the cost of the project. The future maintenance and energy costs would, also, be accepted by the County.

This project is similar to the signal revision at 82nd Avenue and Sunnyside Road that the State and County forces worked jointly to complete last year.

The materials that the County could provide include a flashing beacon for one of the intersections. This signal is now operating at the intersection of Orient Drive (old Highway 26) and M. R. #16. The flasher now does not meet warrant and therefore could be removed. Concrete could, also, be one other item that we could provide.

If this proposal meets with your approval, we would request that the necessary agreements be drawn up.

[illegible]
cc file

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JUN 3 - 1969
TRAFFIC ENGINEERING

Mr. Forest Cooper
May 29, 1969

Page 2

We would, also, request working through the District office for final arrangements and consummation of the joint venture.

Yours very truly,

John C. McIntyre
Director of Public Works

By Bernard L. Straight
Bernard L. Straight
Traffic Engineer

BLS:mak

RECEIVED
JUN 3 - 1969
TRAFFIC ENGINEERING

RECEIVED
JUN 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
May 19, 1969

Mr. Darreld D. Hunt
Secretary-Treasurer
Boring Volunteer Fire Department
Boring, Oregon 97009

Dear Mr. Hunt:

The State Highway Department has had the accident problem on the new section of the Mt. Hood Highway in the area between Gresham and Sandy under constant surveillance. It reports that the total accident record is appreciably below that of highways in the category in which the subject section falls.

It does however, believe that conditions can be improved by the installation of supplemental signing at the intersections, particularly those to which you referred and also that the installation of flashing beacons at two of the intersections is warranted.

The Highway Department will discuss this matter with appropriate officials of Clackamas County and if an agreement can be secured, flashing beacons will be installed.

cc: Clackamas County Board
of Commissioners
County Courthouse
Oregon City, Oregon 97045

Holly V. Holcomb
Superintendent
Department of State Police

TE:ja sr

Hunt to Highway 5/2

BORING VOLUNTEER FIRE DEPARTMENT

Boring, Oregon 97009

.8800

April 30, 1969

The Honorable Tom Lawson McCall
Governor of Oregon
Salem, Oregon

Edwards
Draft Please

Dear Sir:

The Boring Volunteer Firemen Department, in conjunction with Boring Rural Fire Protection District No. 59, located in Clackamas County, operates a first aid and rescue service in our community. The services of this unit are available, at no charge, to anyone in distress in our fire district. The personal gratification of knowing we may have helped save a life or relieved the suffering of an injured person is our reward.

There are approximately seven miles of U. S. Highway 26 in our area. This section of highway has been the scene of numerous accidents, with some resulting in fatalities.

Where State Highway 212 intersects U. S. 26, several accidents have occurred, the latest resulting in the death of an eight year old boy and in serious injuries to the other occupants of both vehicles.

Another accident, which occurred two years ago at this intersection, destroyed the sign which helped to identify this extremely busy and dangerous intersection. To date, this sign has not been replaced.

It is our opinion that the design of this highway, which results in numerous roads intersecting at angles other than 90°, contribute to these accidents. We feel all of these intersections should be better identified, and U. S. Highway 26 and State Highway 212 be illuminated.

We sincerely hope your office can help bring about the changes required to reduce the hazards to life and limb in this portion of Oregon.

Very truly yours,

Darreld D. Hunt
Secretary-Treasurer
Boring Volunteer Fire Department

cc: Oregon State Highway Department
Traffic Engineer
Post Office Box [illegible]
Portland, Oregon

Superintendent of State Police
Salem, Oregon

Board of County Commissioners
Clackamas County
Oregon City, Oregon

RECEIVED
[illegible]
FOR FILING

7766

May 16, 1969

Clackamas County Board
of Commissioners
County Courthouse
Oregon City, Oregon 97045

Gentlemen:

We have recently completed an investigation of traffic conditions at the intersections of the Mt. Hood Highway with the Clackamas-Boring Road (ORE212) and Epperson Road, east of Gresham.

It is believed that conditions at these two intersections could be greatly improved through the installation of flashing beacons. Such an installation is estimated to cost $3,000 for the two intersections.

It is the policy of the Highway Commission to request the County to enter into a cooperative project for these installations to the extent of paying one-half the cost of the installations and agreeing to care for future maintenance and power consumption.

If the above proposal meets with your approval, we will prepare the necessary agreements and after their execution, proceed with the installations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
H. S. Cox (enc.)
L. W. Rulien (enc.)

LEG:mk ja

sp*23657-734

FORM E-30X—50M—7-68

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1969

SUBJECT: Traffic Investigation
Mt. Hood Highway @ Boring Road
US26 - Hwy. No. 26 - M.P. 19.54
TE 7480

To: L. E. George
Assistant Traffic Engineer
OFFICE

Attached are the Division's original and supplementary reports on the above subject. The study was started by a letter from the Sheriff concerning a fatal accident at the Boring Road (ORE212) intersection. Ron expanded the study to include all intersections in the Hilyard Road-Kelso Road section.

The accident records for the period from June 28, 1966, to October 31, 1968, are summarized below:

Intersection	Total Accidents	Persons Injured	Persons Killed	Night Accidents
Hilyard Road	2	7	0	1
Anderson Road	6	15	0	2
Stone Road	0	0	0	0
Brown Road	0	0	0	0
Clackamas-Boring Road	10	2	0	3
Epperson Road	4	1	1	2
Kelso Road	4	2	0	0

Traffic volumes entering the intersections from the cross roads are as shown in the following table:

Intersection	Cross-Road Entering Volume
Hilyard Road	174
Anderson Road	314
Stone Road	972
Brown Road	335
Clackamas-Boring Road	1554
Epperson Road	355
Kelso Road	626

Ron recommends that illumination and flashing beacons be installed at the Boring Road and Epperson Road intersections. He also recommends that cross road symbol signs with road-name and distance riders be installed bracketing each of the intersections in the section.

This section has a four-lane pavement throughout its length. The median width and type varies. Left-turn refuges are provided at all intersections. The 1968 ADT varied from 8,100 to 6,600 vehicles. The designated speed on US26 is 65 MPH. This is another expressway where highway drivers drive like they are on a freeway and side-road and left-turning drivers do not seem capable of judging the speed of approaching traffic.

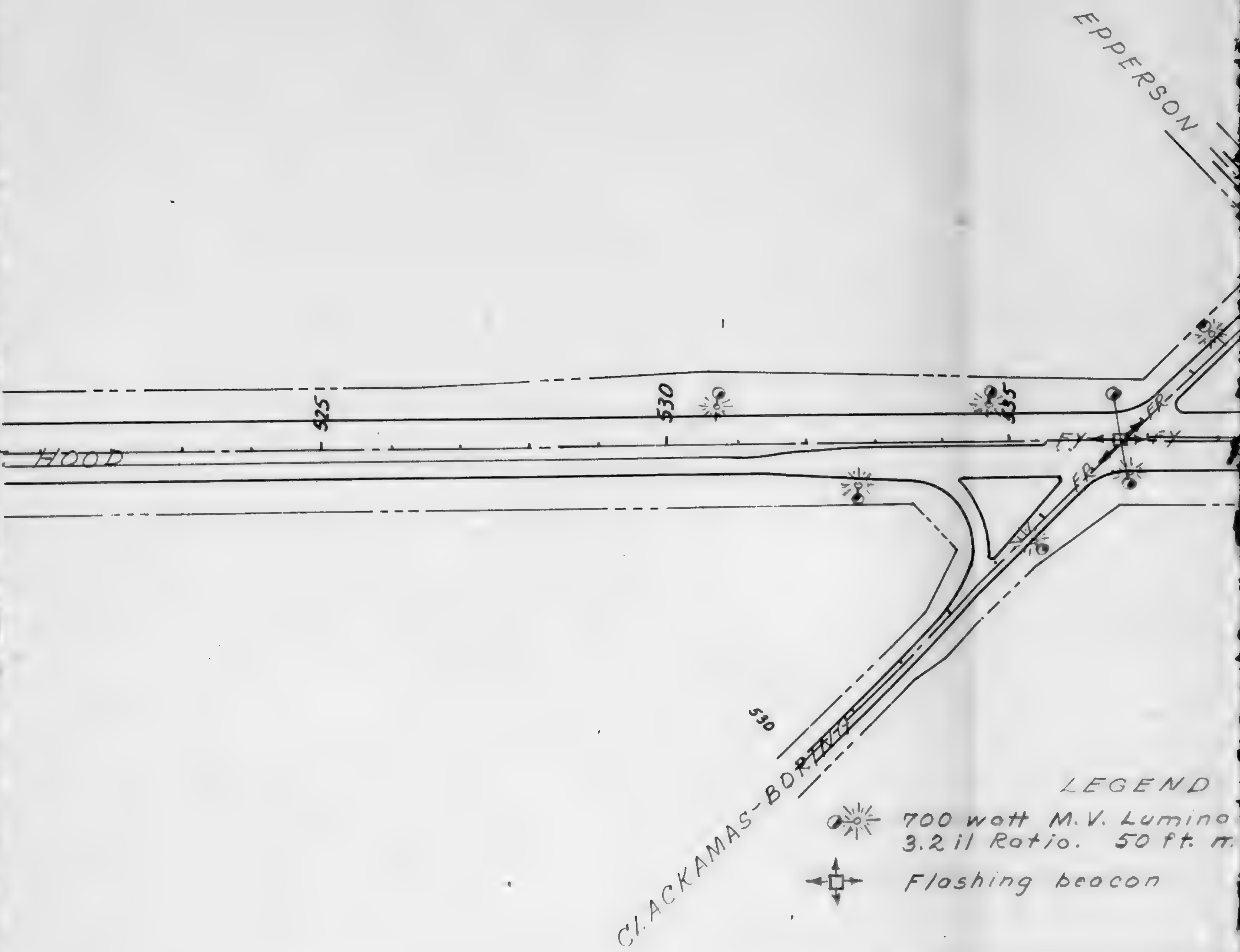
Because of their complexity, illumination of the various intersections would be desirable and an aid to motorists entering or leaving the highway. The accident records do not indicate a critical need.

It is recommended that we proceed with Ron's recommendations concerning advance cross-road symbol signs with road-name plates below. It is not believed that the distances should be shown. It is also recommended that flashing beacons be installed as per the attached plans and drafts. Illumination as shown on the plans is desirable but is not recommended at this time.

Val Johnson

Val Johnson
Traffic Control Engineer

VPJ:ji
Attachments



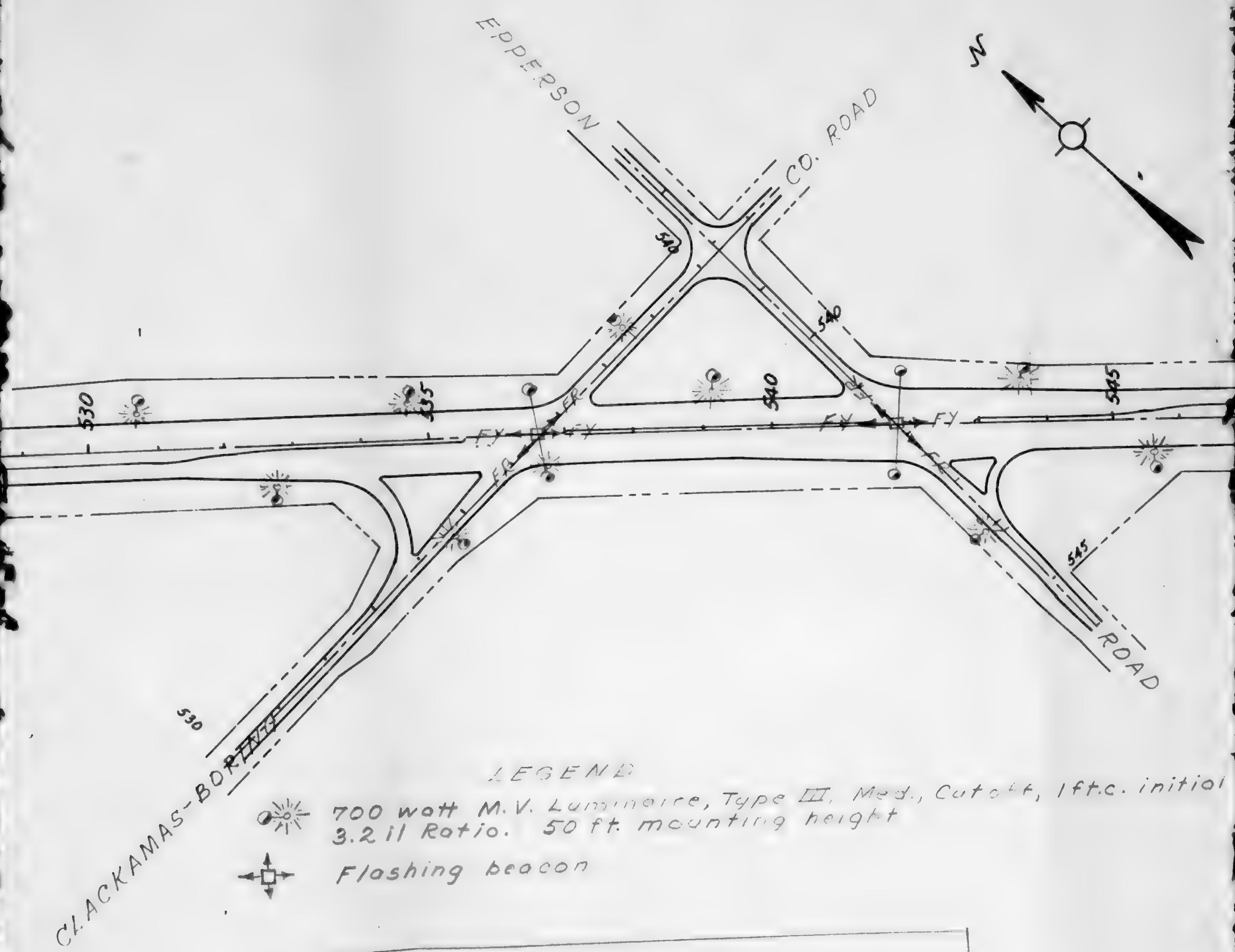
LEGEND

700 watt M.V. Lumino
3.2 il Ratio. 50 ft. m.

Flashing beacon

ESTIMAT

ILLUMINATION
FLASHING BEACO



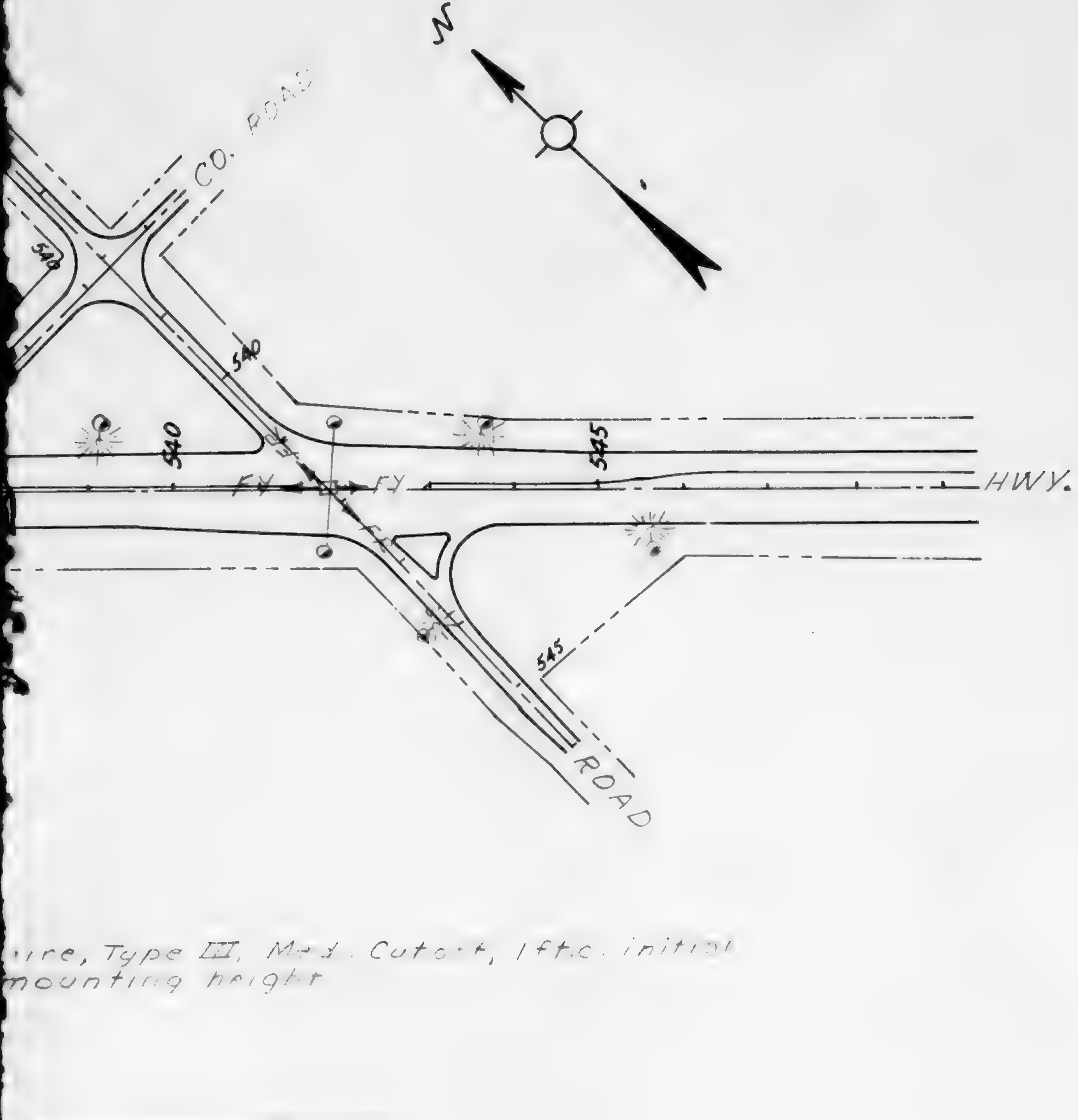
LEGEND

700 watt M.V. Luminaire, Type III, Med., Cutoff, 1ft.c. initial 3.2:1 Ratio. 50 ft. mounting height

Flashing beacon

ESTIMATED COST

ILLUMINATION	$18,000.00
FLASHING BEACON	3,000.00
Total	21,000.00



ure, Type III, Med. Cutoff, 1 ft.c. initial
mounting height

ED COST
$16,000.00
N 3,000.00
Total 21,000.00

FORM E-30-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202
April 21, 1969

To: Mr. F. B. Crandall
Traffic Engineer
Salem, Oregon

SUBJECT: Traffic Investigation
Mt. Hood Hwy. at Boring Road
(ORE 212)
US 26 - Hwy. No. 26
M.P. 19.54

Att: L. E. George

As you requested in your letter of March 24, 1969, returning the report on the subject location; this office has obtained additional traffic data.

Attached is a 16-hour manual count, as factored to 24 hours at Boring Road. As was predicted, the major movement is to and from Boring from the east leg of US 26. There is still a fair traffic volume crossing or making left turns onto US 26. The attached signal warrent comparison sheet shows the side street volumes close to the minimum warrent for the interruption of through traffic.

There were also 24-hour counts taken on all the other intersections included in the original report, which show moderate traffic volumes. Again comparing to the Sunset Highway these traffic volumes are as high or higher than at Heletia Road, Jackson Road, or 185th Avenue. These intersections all have flashing beacons, stops for the left turn movements, and stops for crossing in the median. Up to date accident data is also attached.

It is doubtful that Clackamas County is in a position to participate in the cost of a project at this time, since they are considering other traffic signal projects. We would like to proceed with the installation of Cross Road Symbol signs with name and distance signing at all of these intersections from Hillyard Road to Kelso Road. We would again like to have the illumination and flashing beacon installations at Epperson and Boring Roads considered for installation.

Please advise this office of your thinking.

ORIGINAL SIGNED BY
R. W. FAILMEZGER
R. W. Failmezger
Div. Traffic Engineer

RWF/nal
Encl.
cc: F. B. Crandall
L. W. Rulien
M. W. Stovall

TRAFFIC SIGNAL WARRANT COMPARISON

OREGON STATE HIGHWAY DEPARTMENT
DIVISION I

City ________ County Clackamas

Highway Name Mt. Hood Intersecting Road Clackamas-Boring

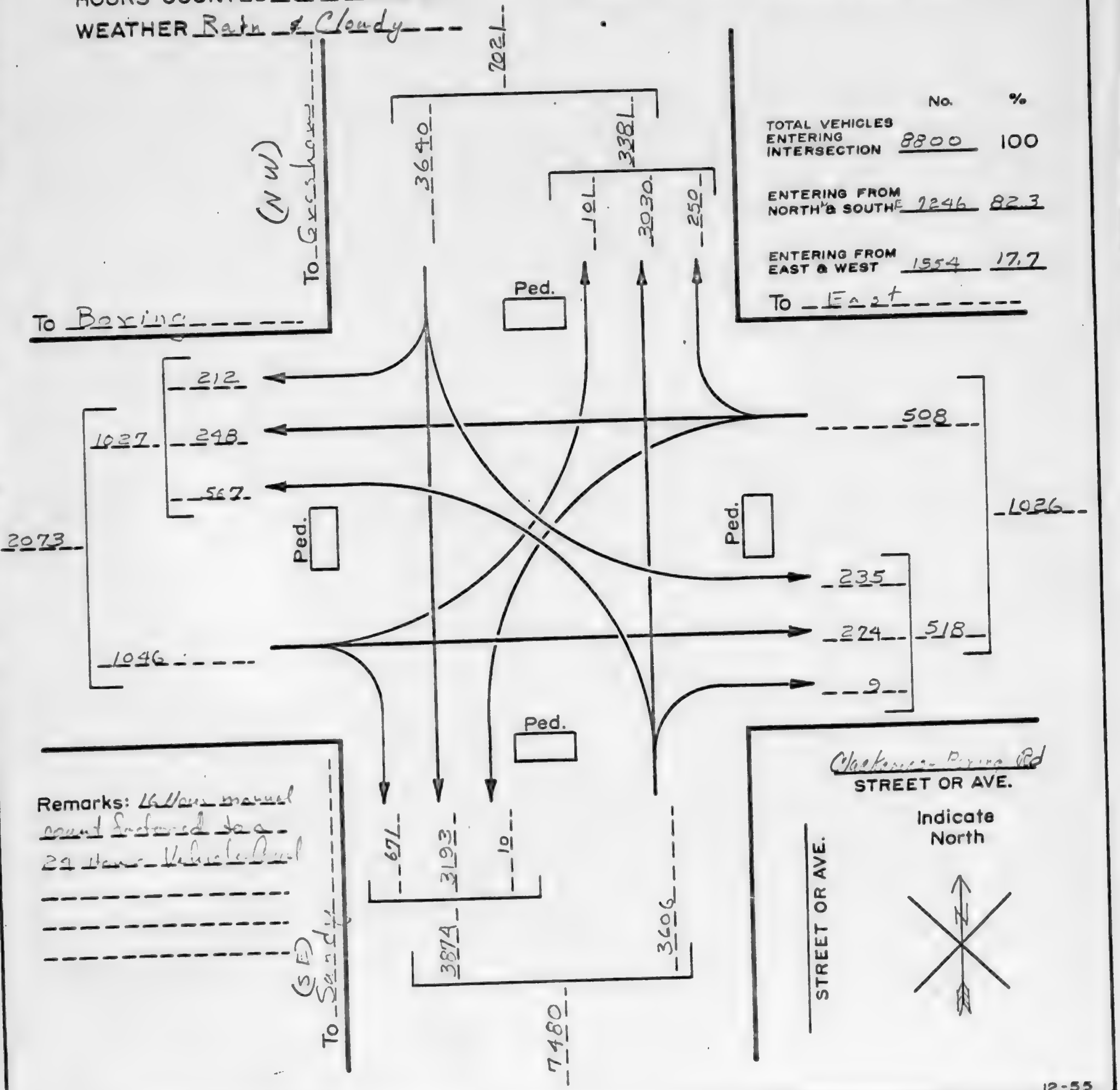
Route No. US 26 Highway No. 26 Mile Point 19.64

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	509	420
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	66	105
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	509	630
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	66	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max 8 hrs. (Total of both approaches)	509	700
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	1	105
Accident Experience Warrent;		
Preventable accidents (Last 12 months)	2	5

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE April 1 & 4, 1969
DAY OF WEEK Tue & Fri
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6A to 10P
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6A to 10 P
WEATHER Rain & Cloudy

CITY OF Clackamas County
INTERSECTION OF Mt. Hood Hwy # 26
AND (FAS 129) Clackamas-Boring Rd
STATION NO. MP 19.64 Hwy No. 26
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	8800	100
ENTERING FROM NORTH & SOUTH	7246	82.3
ENTERING FROM EAST & WEST	1554	17.7

Remarks: 16 Hour manual count factored to a 24 Hour Vehicle Count

12-55

Form E-40—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date April 1 & 4, 1969

Day of week Tue & Fri

Hours counted 6A to 10P

Weather Rain & Cloudy

Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South E to East	West to South E	South E to West	TOTAL	From North W and South E	Per Cent of Total	From East and West
A. M.	6:00- 7:00	1	12	2	3	36	171	12	3			13	30	283	240	85	43
	7:00- 8:00	7	33	8	5	136	304	20	10	1	2	25	46	597	503	84	94
	8:00- 9:00	4	13	9	3	166	179	4	15			53	26	472	384	81	88
	9:00-10:00	6	16	10	6	190	191	19	20			37	34	529	431	81	98
	10:00-11:00	7	17	15	7	158	184	14	34			73	32	541	396	73	145
	11:00-12:00	13	12	27	3	189	204	18	22		1	44	25	558	459	82	99
P. M.	12:00- 1:00	22	10	16	14	188	153	21	15	1		48	30	518	409	79	108
	1:00- 2:00	15	23	10	6	266	182	12	16	3		38	40	551	453	82	98
	2:00- 3:00	8	17	13	3	177	149	13	10	1	1	34	38	464	386	83	78
	3:00- 4:00	12	12	18	9	172	193	19	14	2	1	32	51	535	447	84	88
	4:00- 5:00	22	9	14	10	321	227	22	29			64	50	768	634	83	134
	5:00- 6:00	39	11	18	4	352	194	11	24		2	63	33	751	633	85	113
	6:00- 7:00	26	11	12	7	263	172	14	9	1		20	35	570	508	89	62
	7:00- 8:00	12	14	4	6	131	106	10	10			37	19	349	272	78	77
	8:00- 9:00	13	9	7	2	85	66	5	12			15	12	226	183	81	43
	9:00-10:00	7	8	10	4	133	80	11	6		1	14	14	288	245	85	43
	10:00-11:00																
	11:00-12:00																
A. M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
	24-Hour total	225	250	212	101	3193	3030	248	274	10	9	671	567	8800	7246	82.3	1554
	16-Hour total	[illegible]	227	193	92	2903	2755	225	249	9	8	610	515	8000	6588	82.3	1412
	—-Hour total																
	Control																
	Factor																

Mt Hood Hwy No 26 St. is North west and Southeast.

Clackamas-Boring Rd FAS 129 St. is East and West

Tabul

Comp

Check

Check

STATE PRINTING DEPT.

STATE HIGHWAY COMMISSION
affic Engineering Division

RY OF TRAFFIC COUNT

City of Clackamas County

Intersection Mt Hood Hwy No. 26 & Clackamas Boring Rd FAS 129

Station number M.P. 19.64

Code number

All Vehicles

Entering Volumes

uth E o est	TOTAL	From North W and South E	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North W	East	West	South E	PEDESTRIANS USING CROSSWALKS North W	East	West	South E
										5 0	5 0	5 0	5 0
30	283	240	85	43	15	39	24	19	201				
16	597	503	84	94	16	151	54	40	352				
26	472	384	81	88	19	179	17	71	205				
34	529	431	81	98	19	206	25	63	225				
2	541	396	73	145	27	180	31	114	216				
5	558	459	82	99	18	229	30	69	230				
0	518	409	79	108	21	226	32	77	183				
0	551	453	82	98	18	231	38	60	222				
38	464	386	83	78	17	198	31	47	188	1			
51	535	447	84	88	16	202	33	55	245				2
60	768	634	83	134	17	357	31	103	257				
3	751	633	85	113	15	409	22	91	229				
5	570	508	89	62	11	301	26	36	207				
9	349	272	78	77	22	147	24	53	125				
2	226	183	81	43	19	105	14	29	78				
4	282	245	85	43	15	150	19	24	95				
7	8800	7246	82.3	1554	17.7	3640	508	1046	3606	1			2 1
15	8000	6588	82.3	1412	17.7	3310	461	951	3278	1	—	—	3

Tabulated by

Computed by

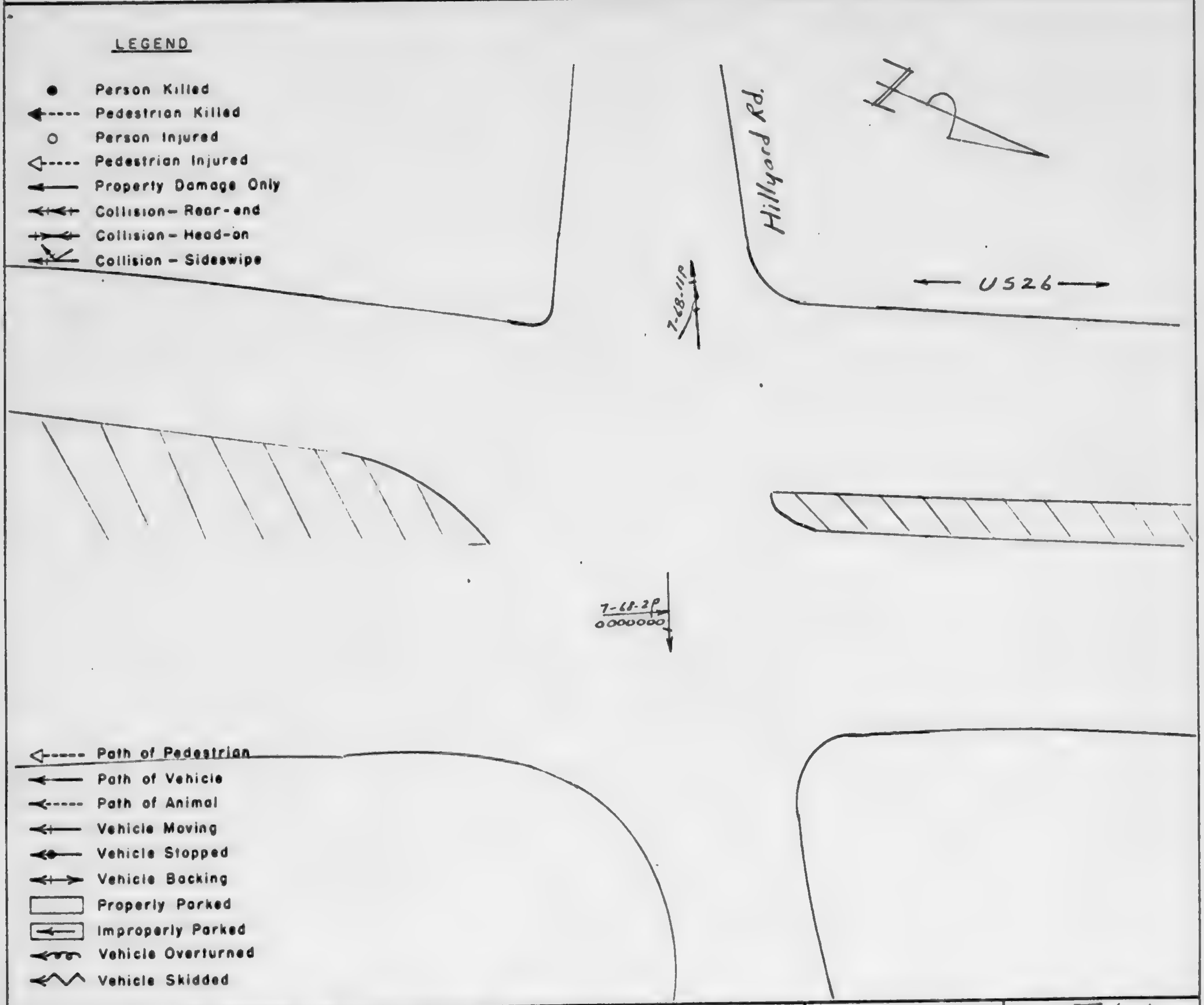
Checked by

Checked by

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

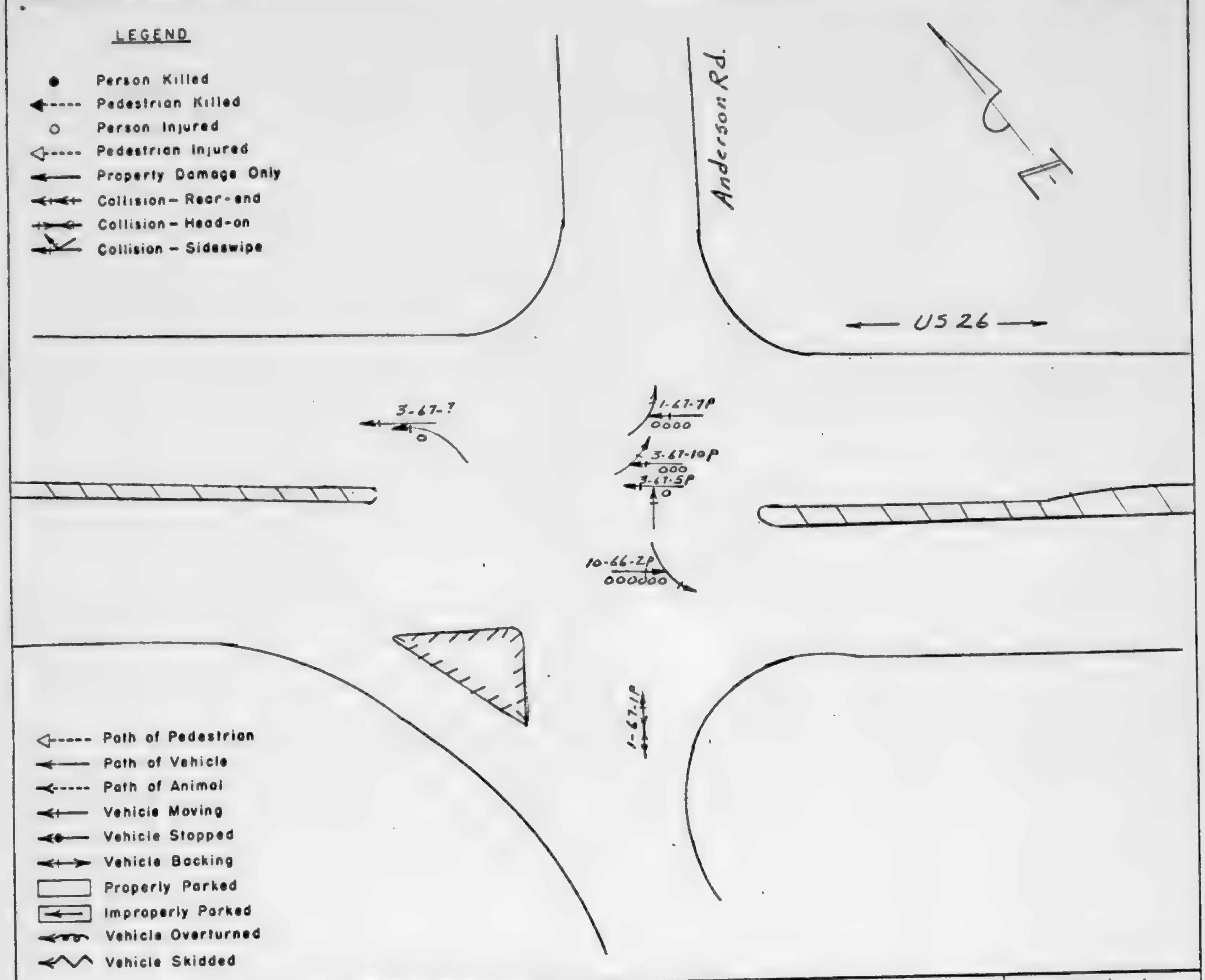
[redacted] E. of Gresham County Multnomah
Intersection of Mt. Hood Hwy. and Hilyord Rd.
Highway Number 26 (US 26) M.P. 15.44
Period Covered 6-28-66 to 10-31-68
Compiled by Bc Drawn by ______ Date 4-3-69



Collision Type	6-28-66 to 12-31-66				1967				11 Mos. 1968								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle										1		1						1		1
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement											1	1							1	1
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0		1	1	2						1	1	2

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of ______ County *Multnomah*
Intersection of *Mt. Hood Hwy.* and *Anderson Rd.*
Highway Number *26 (US26)* *M.P. 16.24*
Period Covered *6-28-66* to *10-31-68*
Compiled by *Bc* Drawn by ______ Date *4-3-69*



Collision Type	*6-28-66 to 12-31-66*				*1967*				*11 Mos. 1968*								*Total*			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle						1		1										1		1
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement		1		1		3		3										4		4
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																			1	1
Backing							1	1												
Misc.																				
TOTAL		1		1		4	1	5				0						5	1	6

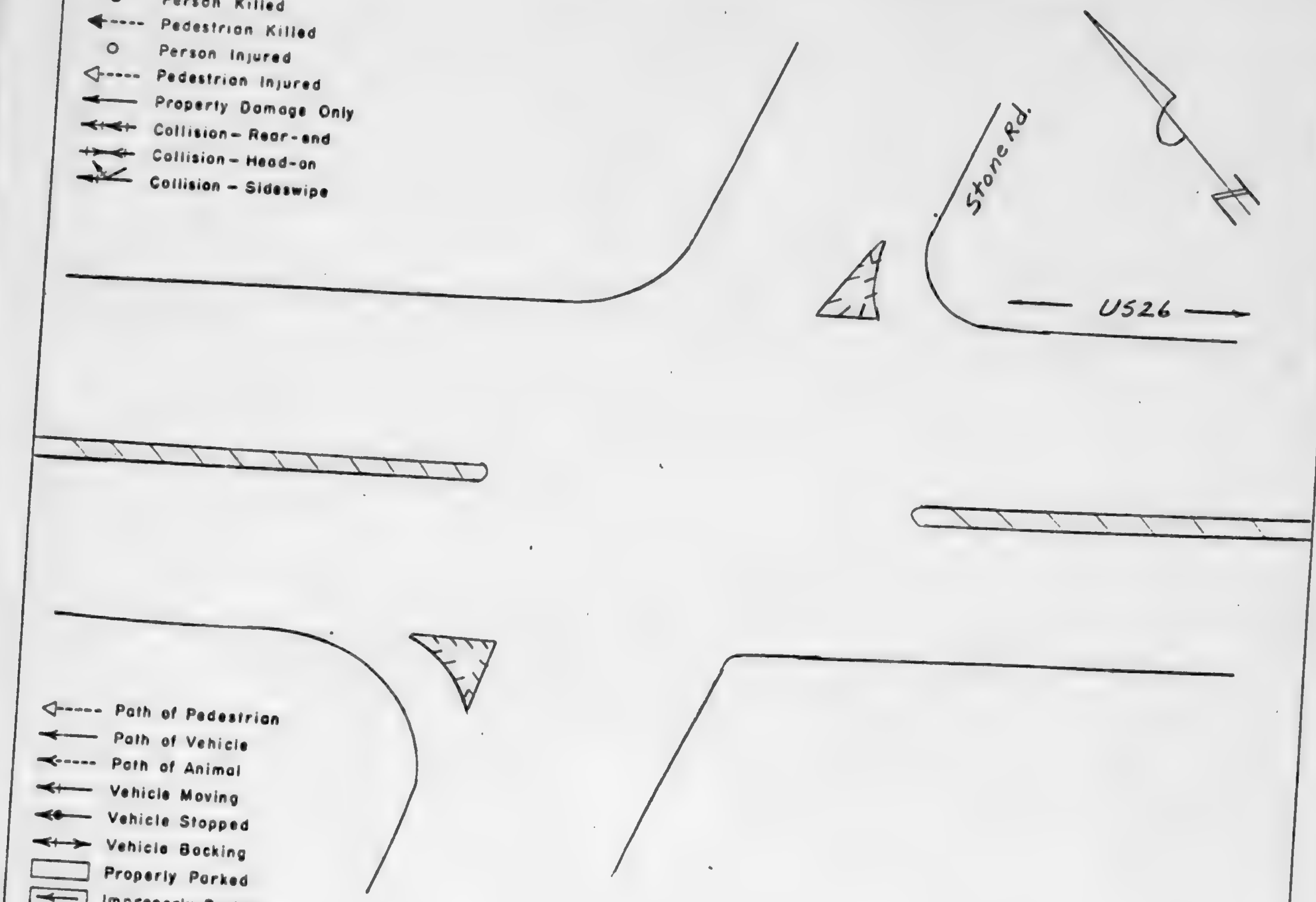
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ________ County Multnomah
Intersection of Mt. Hood Hwy. and Stone Rd.
Highway Number 26 (US26) M.P. 16.77
Period Covered 6-28-66 to 10-31-68
Compiled by Bc Drawn by ________ Date 4-3-69

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁----- Path of Pedestrian
- ← Path of Vehicle
- ←----- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	6-28 66 to 12-31-66				1967				10 Mos. 1968								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0				0				0								

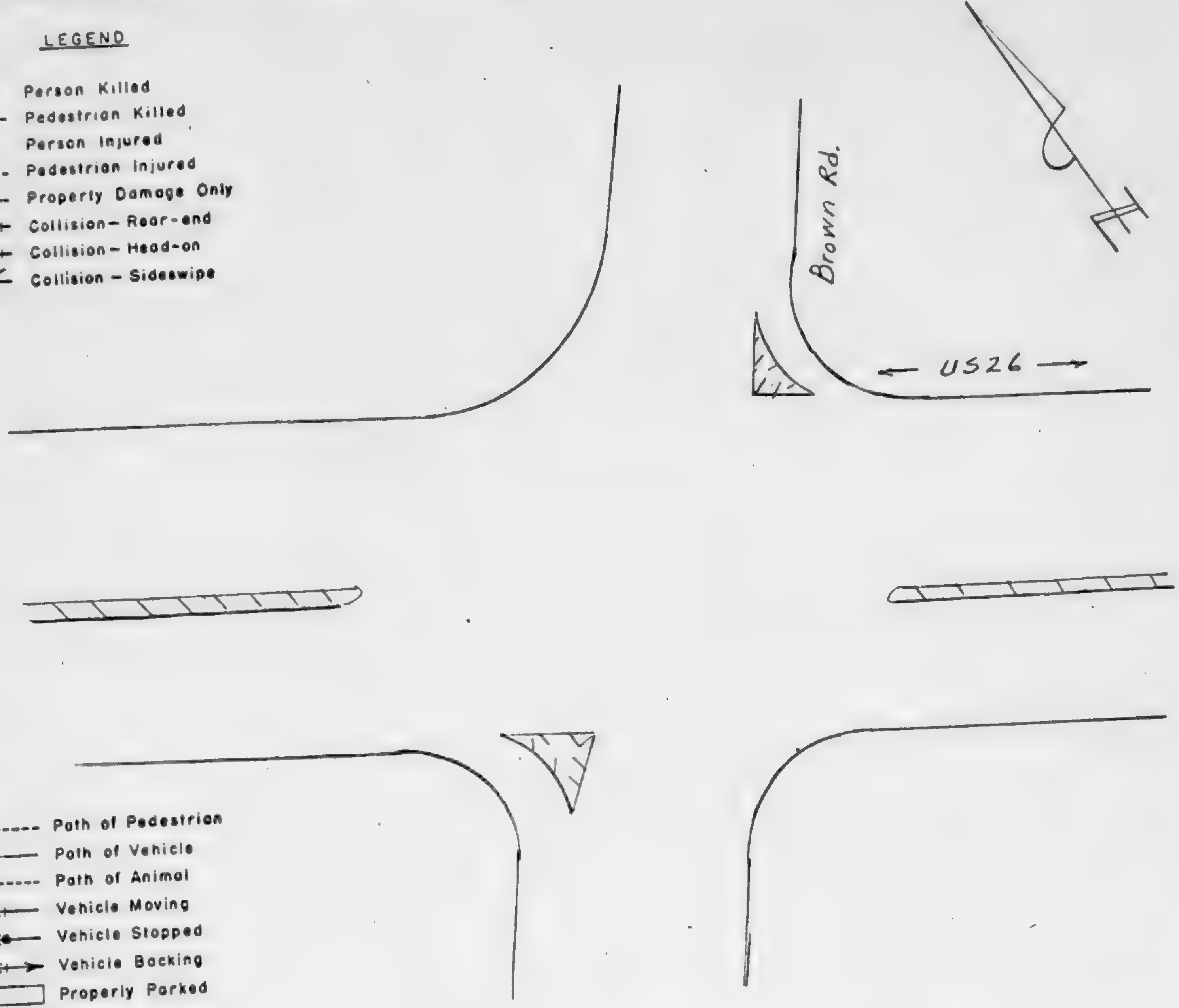
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ______ County *Clackamas*
Intersection of *Mt. Hood Hwy.* and *Brown Rd.*
Highway Number *26 (US26)* *M.P. 18.56*
Period Covered *6-28-66* *to 10-31-68*
Compiled by *BC* Drawn by ______ Date *4-4-69*

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



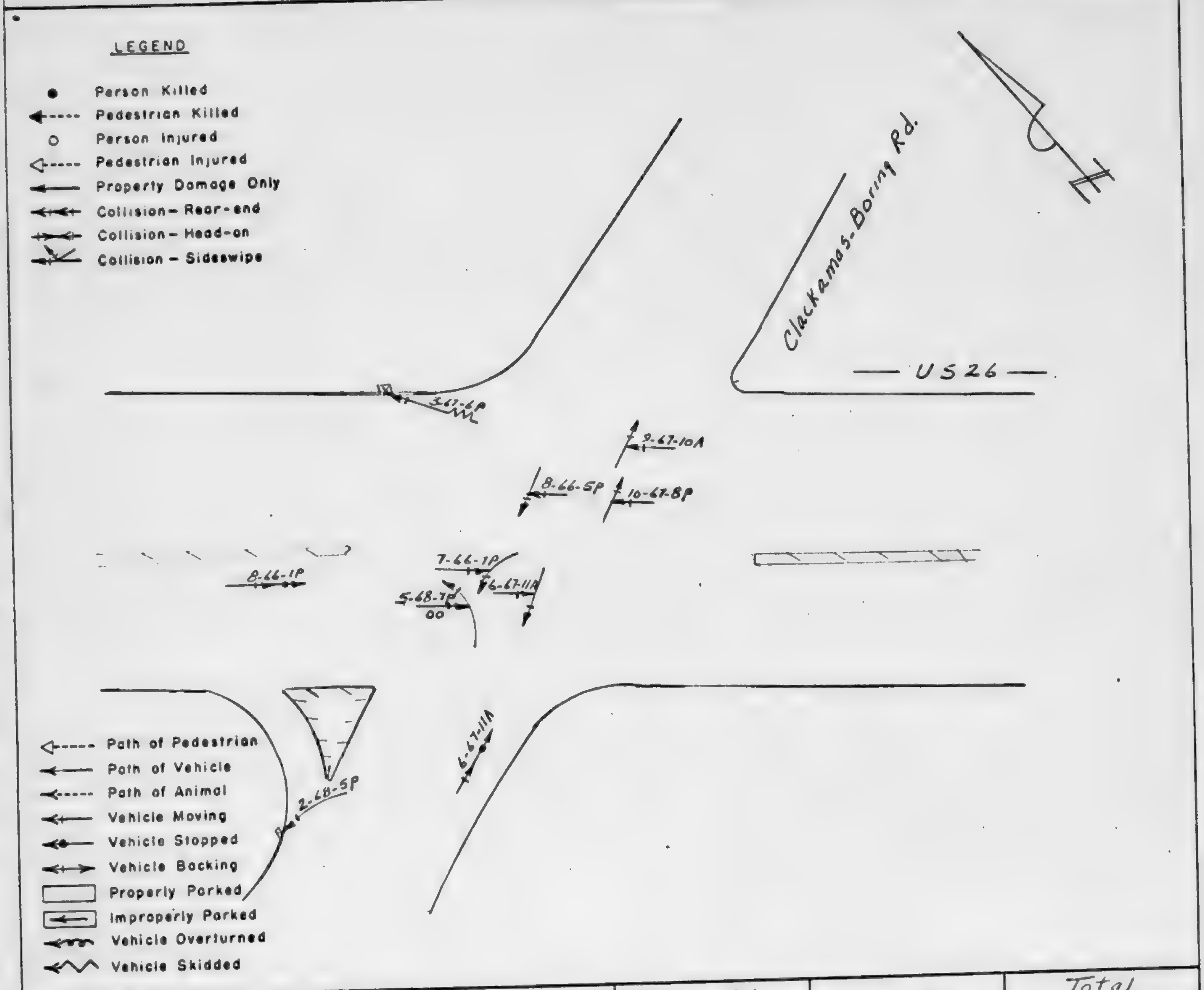
- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	*6-28-66 to 12-31-66*				*1967*				*10 Mos. 1968*								*Total*			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				*0*				*0*				*0*								*0*

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ____ County *Clackamas*
Intersection of *Mt. Hood Hwy.* and *Clackamas-Boring Rd.*
Highway Number *26 (US26)* *M.P. 19.54*
Period Covered *6-28-66 to 10-31-68*
Compiled by *BC* Drawn by ____ Date *4-3-69*



Collision Type	*6-28-66 to 12-31-66*				*1967*				*10 Mos. 1968*								*Total*			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			1	1			3	3											4	4
Head-on																				
Rear-end			1	1			1	1											2	2
Sideswipe																				
Turning Movement			1	1						1		1						1	1	2
Parking																				
Non-collision																				
Fixed Object							1	1			1	1							2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL			3	3			5	5		1	1	2						1	9	10

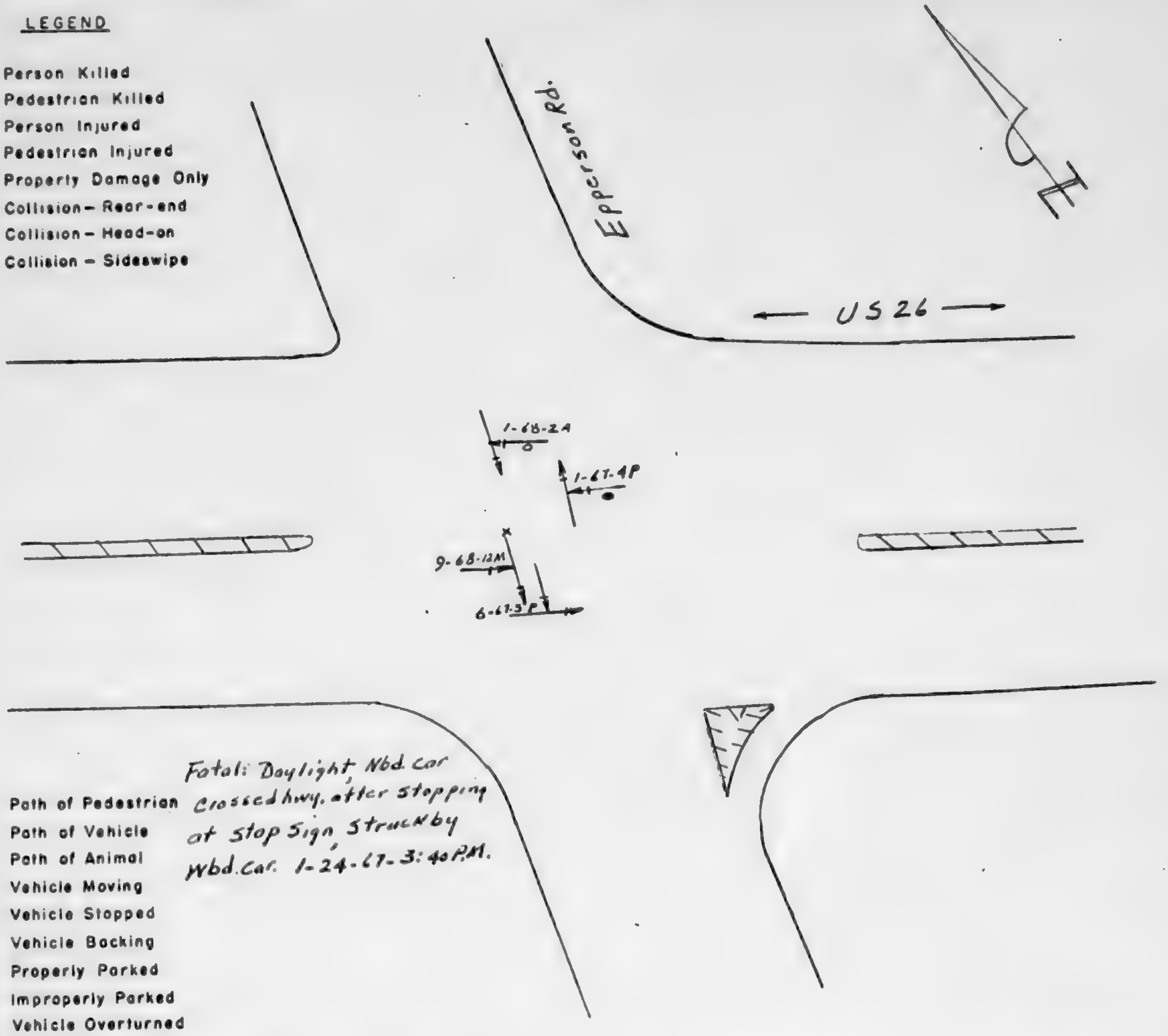
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ______ County Clackamas
Intersection of Mt. Hood Hwy. and Eppersun Rd.
Highway Number 26 (US26) M.P. 1964
Period Covered 6-22-66 to 10-31-68
Compiled by BL Drawn by ______ Date 4-3-69

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ⇠---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



Fatal: Daylight, Wbd. car crossed hwy. after stopping at stop sign, struck by Wbd. car. 1-24-67-3:40 P.M.

- ⇠---- Path of Pedestrian
- ←—— Path of Vehicle
- ⇠---- Path of Animal
- ←—— Vehicle Moving
- ←●— Vehicle Stopped
- ←→ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	6-22-66 to 12-31-66				1967				10 Mos. 1968								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle					1		1	2		1	1	2.					1	1	2	4
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement																				
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL				0	1		1	2		1	1	2					1	1	2	

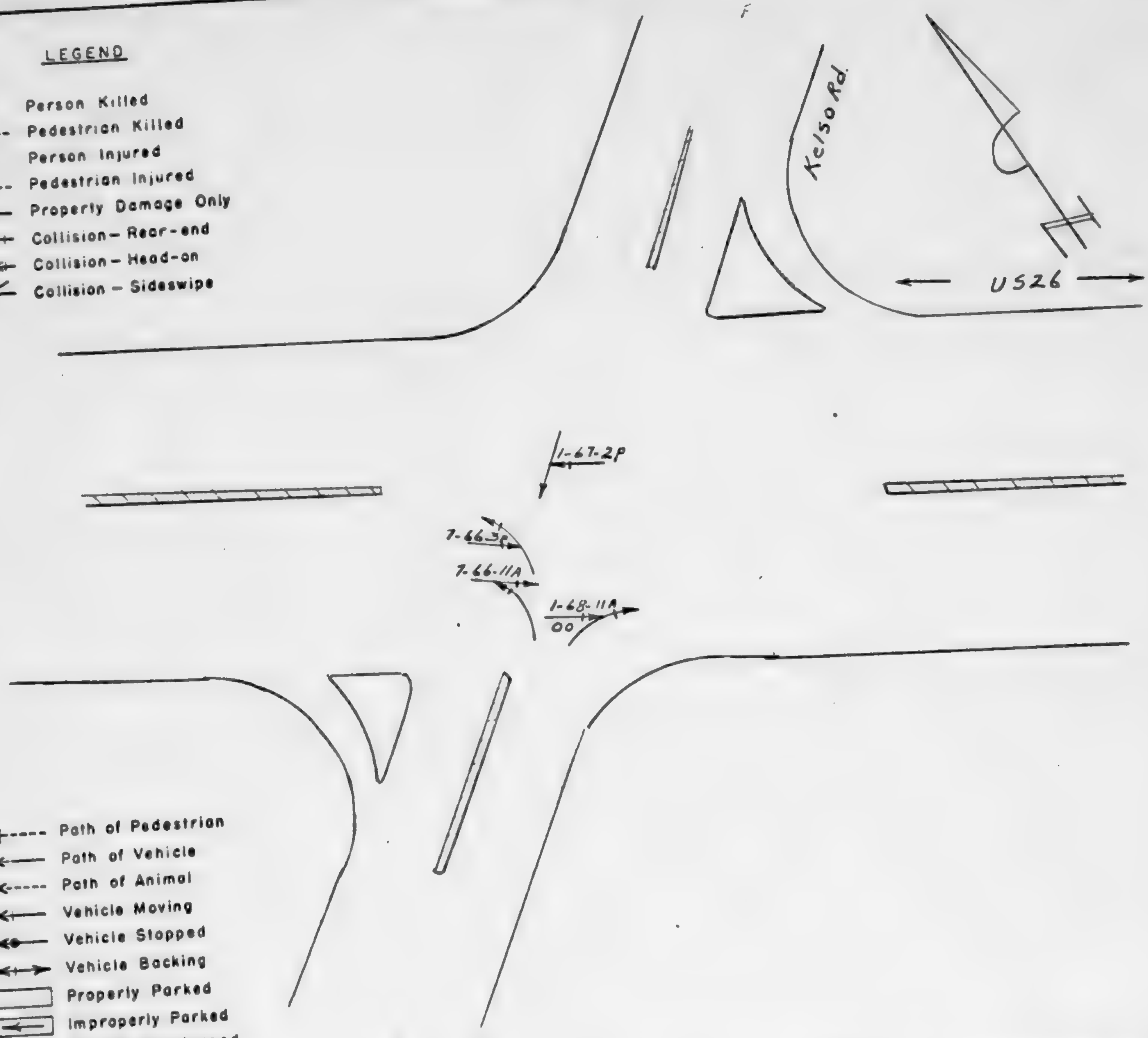
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of ______ County Clackamas
Intersection of Mt. Hood Hwy. and Kelso Rd.
Highway Number 26 (US 26) M.P. 21.10
Period Covered 6-28-66 to 10-31-68
Compiled by BC Drawn by ______ Date 4-4-69

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- ← Vehicle Moving
- ← Vehicle Stopped
- ↔ Vehicle Backing
- ▭ Properly Parked
- ▭ Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

Collision Type	6-28-66 to 12-31-66				1967				10 Mos. 1968								Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle							1	1											1	1
Head-on																				
Rear-end																				
Sideswipe																				
Turning Movement			2	2						1		1						1	2	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			2	2			1	1		1		1						1	3	4

7707 Hill St. at Portland Ave. (Bend) '72
Section (Grading and paving)

CIA 4417 1-24-72

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF BEND
CITY HALL
BEND, OREGON 97701
Attention of Mr. Arthur A. Johnson
City Manager

Request No. (assigned by staff engineer or head of division) cc 1408
Date July 8, 1974
Payer's Order No. (if any)
Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5005(3) & EHS-T-5005(4)
Hill Street @ Portland Avenue
City of Bend

Contract #7707
Covered by agreement dated 1/24/72.

Itemized Statement: CLR-DT FILE #50050[illegible] ADVANCE DEPOSIT $5,200.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	5,200.00	
		Amount previously transferred	4,200.00	
		Balance of Advance Deposit	-	1,000.00
		City Costs per attached sheet	5,000.13	
		Less Amount previously transferred	4,200.00	800.13
		TO BE REFUNDED TO CITY		$ 199.87

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 9-0603-299 $448.51 9-0604-299 $351.62
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $5,200.00	Submitted by: GEZ Gary E. Zehner, Urban Program Engineer
Is this a partial or final request for billing? FINAL	Approved: Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $4,200.00	Approved: Department Head or Staff Engineer
Give the number of the last previous request in connection with this same service. cc 1318	

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 7/8/74

CITY BEND **Contract No.** 7707 **Date Completed** May 31, 1972

PROJECT #T-5005(3) EHS-5005(4) **Section** Hill Street @ Portland Avenue

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 2,427.33
Payments to Contractor		21,915.51
SFO #1 Striping		321.30
SFO #2 Signing		71.86
Construction Engineering		2,321.03
TOTAL PROJECT COST		$27,057.03
FEDERAL FUNDS COLLECTED		
P.E.	$ 1,542.81	
Construction	15,604.69	17,147.50
BALANCE		$ 9,909.53
Items in which the FHWA did not participate:		
SFO #2 Signing		0.57
Construction Engineering in excess of 10%		90.16
		$ 90.73
Amount to be shared by City & State		$ 9,818.80
City share per agreement dated 1/24/72		
50% of $9,818.80		4,909.40
100% of non-participating items		90.73
		$ 5,000.13
City Advance Deposit - 4/7/72		$ 5,200.00
BALANCE TO BE RETURNED TO CITY		$ 199.87

Reference: Billing Form cc 1408

[illegible] F. A. Projects

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
-17-102(1)	7546	517-102	Jump off Joe Cr.-Louse Cr. Interch.	[illegible]	5-20-
F-2(22) [illegible]	P.E.	Various	Canyonville-Jump off Joe C.	601,192.45	5-20-7
[illegible]	P.E.	Various	The Dalles-Celilo Section	251,951.22	5-20-
[illegible]	P.E.	Various	South Baker Jct.-Nelson Section	250,[illegible]	5-20-7
-S-T 50[illegible](3)	7688	4-0603	Ninth St.-14th St (Astoria)	44,778.01	5-20-7
HS-T 50[illegible](4)	7707	9-0604	Mill St. at Portland Ave. (Bend)	15,604.69	5-20-
HS-T-5015(3)	7702	18-0603	Washington Way at Shasta Way	34,916.65	5-20-
T-5002(1)	P.E.	15-0601	City of Medford (Urban Area) Topics Plan	8,192.43	5-20-7
T-5025(2)	7551	26-0606	Burnside St. (Portland) Channelization	46,836.14	5-20-7
T-5025(3)	7597	3-0601	Boones Ferry Rd.-State St. (Lake Oswego)	48,953.32	5-20-
T-5025([illegible])	7655	34-0602	S.W. Allen Blvd at Western Avenue (Beaverton)	41,299.97	5-20-7
T-5025(9)	7648	2-0603	S.E. McLoughlin Blvd at S.E. [illegible] (Milwaukie)	17,978.79	5-20-
HS-T-5025(16)	7678	26-0606	E. Burnside Blvd at Hood Ave (Gresham)	8,741.09	5-20-7
HS-T-5025(19)	7727	26-0607	Portland City wide Traffic Signal (and B.)	55,252.29	5-20-7
HS-T-5021(3)	7700	5-0603	Columbia Blvd at 18th St. & St. Helens St. (St. Helens)	23,504.46	5-20-7

RECEIVED
COUNTY & CITY SECTION
JUN 12 1974
☑ ENGR. ☑ COOR. ☐ UE ☐ FE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BEND

(MEMORANDUM) Fin Voucher

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS Capitol Building, Salem Oregon

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. IHS-T 5003(4)

VOUCHER PERIOD: Ore FROM 2-23-73 TO 4-19-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$24,630.27	$24,539.54	63.59%	$15,604.69	$15,604.69	$0.00	

RECEIVED DIVISION OFFICE

BY DATE

FIELD AUDIT MADE

BY DATE

PASSED FOR PAYMENT

BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog, Fiscal Officer, OreDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HILL ST. AT PORTLAND AVE. (BEND) SECTION DESCHUTES COUNTY					
	Construction					
	TYPE CODE 6201					
	ROADWAY (STA. 1+00) (Contr No. 7707)		Lump Sum		$21,915.51	
	Final Contract Payment Summary					
STO	#1 Permanent Traffic Lines		All Required		321.30	
STO	#2 Permanent Signing		All Required		71.86	
			Total Construction Cost		$22,308.67	
	Construction Engineering		All Required		$ 2,230.87	
	State		Total Participating Cost		$24,539.54	
	Non participating Items					
STO	#2 Permanent Signing		All Required		$ 0.57	
	Construction Engineering		All Required		$ 90.16	
			Total Nonparticipating Cost		$ 90.73	
			Total Cost		$24,630.27	
	AMOUNT CARRIED FORWARD......					

Summary of Completed Federal Aid Work

Hill St. at Portland Avenue (Bend) Section

EHS-T-5005(4)

Description	Type Code	Roadway Width	Total Cost	F.A. Funds	Total Length
Roadway (Sta 1+00 To Sta. 8+00)	6201	Variable	$24,630.27	$15,604.69	0.133 Mile

Finished F.A. Projects

Sent 6/23/73

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date Pa
F-171(12)	7407	26-1012	Columbia Co Line - Burlington Sec.	237,222.88	6/27/73
S-573(1)	7493	503-1013	Airstrip Rd. - Pudding River Br. Sec.	276,098.02	}
I-5-4(68)235	7462	622-1035	Talbot Rd. - N. Albany Interch. Sec.	67,161.84	
I-5-1(67)36	P.E.	615-1973	Rock Point - Seven Oaks Sec.	28,784.34	
T-205-7(15)290	7509	634-1049	Tualatin R. - Pac. Hwy. Sec.	79,237.23	
T-5003(2)	P.E.	4-0602	9th St. - 14th St. (Astoria) Sec.	514.65	
T-5005(3)	P.E.	9-0603	Hill St. @ Portland Ave. (Bend) Sec.	1,542.81	
T-5016(2)	P.E.	31-0602	Oak St. - Spruce St. (La Grande) Sec.	1,519.08	
T-5025(1)	7532	26-0601	S.E. 67th Ave. - S.E. 92nd. Ave. (Portland) Sec.	32,406.49	
T-5025(9)	P.E.	26-0604	Portland City Wide Traffic Signals	20,146.60	
T-5025(12)	P.E.	26-0605	Powell Blvd. @ Hood Ave. (Gresham) Sec.	87.70	
ER-226(1)	P.E.	38-1418	Arch Cape Slide Section	75.40	
}	S.F.	29-4412D	} } } }	90.15	
}	S.F.	29-4712		10,577.38	

7707

STATE COPY

MONTHLY TRANSACTION NUMBER 4-55	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	E Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Deschutes
MODIFICATION NUMBER 1	(PPM 21-7) 4-24-73	PROJECT NUMBER EHS-T-5005(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 8, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 23,785	$ 25,057
Federal Funds	$ 15,115	$ 15,923
Other revisions		

This modification is made for the following reasons:

To include additional approved items

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. V. Cusack
Acting (Division Engineer)
V. V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal Aid Project
No. EHS-T-5005(4) Safety

HILL ST. AT PORTLAND AVE. (BEND) SECTION

CITY STREETS, BEND IN DESCHUTES COUNTY

Salem, Oregon, April 12, 1973

Revised Project Agreement Estimate

Type Code 6201
Roadway (Sta. 1+00) to Sta. 8+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,500.00
Removal of Structures and Obstructions	All Required		1,500.00
General Excavation	350 cu.yd.	2.65	927.50
Coarse Aggregate Base	370 cu.yd.	6.70	2,479.50
3/4"-0 Aggregate Base	90 cu.yd.	7.35	661.50
Class "C" Asphalt Concrete	530 ton	13.80	7,314.00
Concrete Inlets, Type CG-1	2 only	300.00	600.00
Concrete Walks	90 sq.yd.	6.75	607.50
Concrete Driveways	26 sq.yd.	9.00	234.00
Concrete Curbs	26 cu.yd.	75.00	1,950.00
			$20,773.50
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		350.00
SFO 2 Permanent Signing	All Required		150.00
PA 2 Additional Concrete Walks	148.93 sq.yd.	6.75	1,005.28
			$ 2,005.28
	Subtotal		$22,778.78
	10% Engr. & Cont.		2,278.22
	Total		$25,057.00

Length of Project - - - - - - - - - - 0.133 mile
Cost of Roadway per mile - - - - - - $188,398.49

Federal Funds		$15,923.00
State Funds		4,567.00
City Funds		4,567.00
	Total	$25,057.00

Group 1 - 100%

Contract No. 7707

Prefix 9-0604

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-39	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Deschutes
		PROJECT NO. EHS-T-5005(4)Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Intersection of Portland Ave. and Hill St. in the City of Bend

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-8-72	0.10
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 23,785	FEDERAL FUNDS $ 15,115

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)
for R. E. Simpson

Date executed by Division Engineer MAY 8 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Commission on January 24, 1972.

GPO 906-714

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5005(4) Safety

HILL ST. AT PORTLAND AVE. (BEND) SECTION
CITY STREETS, BEND IN DESCHUTES COUNTY

Salem, Oregon April 26, 1972

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 1+00 to Sta. 8+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,500.00
Removal of Structures and Obstructions	All Required		1,500.00
General Excavation	350 cu.yd.	$ 2.65	927.50
Coarse Aggregate Base	370 cu.yd.	6.70	2,479.00
3/4"-0 Aggregate Base	90 cu.yd.	7.35	661.50
Class "C" Asphalt Concrete	530 ton	13.80	7,314.00
Concrete Inlets, Type CG-1	2 only	300.00	600.00
Concrete Walks	90 sq.yd.	6.75	607.50
Concrete Driveways	26 sq.yd.	9.00	234.00
Concrete Curbs	26 cu.yd.	75.00	1,950.00
			$20,773.50
Flagging (60% of Contractors Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		350.00
			$ 850.00
	Subtotal		$21,623.50
	10% Engr. & Cont.		2,161.50
	Total		$23,785.00

Length of Project - - - - - - - - - - - - 0.133 mile
Cost of Roadway per mile- - - - - - - - $178,834.58

Retained in Program

Permanent Signing	All Required	$ 150.00
	Subtotal	$ 150.00
	10% Engr. & Cont.	15.00
	Total	$ 165.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$23,785.00	$15,115.00	$4,335.00	$4,335.00
Retained in Program	165.00	101.00	32.00	32.00
	$23,950.00	$15,216.00	$4,367.00	$4,367.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%
Contract No. 7707
Prefix 9-0604

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher
VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION 4-18-73

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem Oregon

STATE

Oregon

FEDERAL AID PROJECT NO. RRS-T 5005(4)

VOUCHER PERIOD: Ore FROM 3-23-73 TO 4-18-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$24,630.27	$24,539.54	63.59%	$15,604.69	$15,604.69	$0.00	

RECEIVED DIVISION OFFICE BY DATE	FIELD AUDIT MADE BY DATE	PASSED FOR PAYMENT BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog, Fiscal Officer, OreDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HILL ST. AT PORTLAND AVE. (BEND) SECTION DESCHUTES COUNTY					
	Construction TYPE CODE 6201 ROADWAY (STA. 1+00)(Contr No. 7707)					
	Final Contract Payment Summary		Lump Sum		$21,915.51	
SFO	#1 Permanent Traffic Lines		All Required		321.30	
SFO	#2 Permanent Signing		All Required		71.86	
		Total Construction Cost			$22,308.67	
	Construction Engineering		All Required		$ 2,230.87	
	State	Total Participating Cost			$24,539.54	
	Non participating Items					
SFO	#2 Permanent Signing		All Required		$ 0.57	
	Construction Engineering		All Required		$ 90.16	
		Total Nonparticipating Cost			$ 90.73	
		Total Cost			$24,630.27	
	AMOUNT CARRIED FORWARD...					

Summary of Completed Federal Aid Work

Hill St. at Portland Avenue (Bend) Section

EHS-T-5005(4)

Description	Type Code	Roadway Width	Total Cost	F.A. Funds	Total Length
Roadway (Sta 1+00 To Sta. 8+00)	6201	Variable	$24,630.27	$15,604.69	0.133 Mile

5

7707

- State

OSHD (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

4-13-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO. 10	REPORT NO. 3	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT 4/13/73	REPORT MADE BY D. B. Carter, Ass't Area Engineer		PROJECT NO. EHS-T-5005(4)
COMPLETION DATE 5/31/72	ACCEPTANCE DATE BY CONTRACT AGENCY June 29, 1972	TIME ELAPSED 37/60=62 %	CONTRACT TIME 60 cal. workdays
APPROVED EXTENSIONS None	LOCATION City of Bend, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
APR 19 1973
REGIONAL OFFICE

HILL STREET AT PORTLAND AVENUE
CITY OF BEND
Grading and Paving

This project provided for the reconstruction, widening and channelization of Hill Street at Portland Ave intersection in the City of Bend under the TOPICS program.

All contract work was completed on May 31, 1972 at which time 37 calendar workdays had been used. The contract provided 60 calendar workdays.

The final contract amount (bid items) was $20,247.27 which is an underrun of the original contract amount ($20,773.50) of 2.5 percent. The total project cost inclusive of engineering, price agreements and other work underran the estimated project cost by 1.6 percent. The Resident Engineer's statement of overruns and underruns has been reviewed and is on file in the Division office.

All participating work on this project has been completed.

The project signing and striping is complete.

RECEIVED
STATE HWY ENGR
APR 20 '73
REFER TO
FOR
Info | Inves | R/D | C/R | Sign | | File

RECEIVED
APR 23 1973
Office of
Assistant State Highway Engineer

4-23-73
cy [illegible] Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE Original Signed by D. B. Carter Asst. Area Engr. D. B. Carter		SIGNATURE Original Signed By VERNON V. CUSACK Engineering Coordinator Vernon V. Cusack
TITLE Ass't Area Engineer	DATE 4/13/73	TITLE Acting Division Engineer APR 18 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7707

April 9, 1973

TO
Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5005(4)

FROM
L. H. Young
Office Engineer

SUBJECT Request; Federal-aid Project Acceptance

Contract 7707, Work Completed May 31, 1972

Project Hill St. at Portland Ave. (Bend)

Highway City Street

County Deschutes

Acceptance: State Highway Commission June 29, 1972

Federal Highway Administration June 7, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Material Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

JK:bb

cc: V. E. Skoog

T

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE January 2, 1973

TO V. E. Skoog, Controller
BUILDING

FROM L. H. Young, Programing Engineer

SUBJECT Preliminary Engineering
Topics Projects

Contracts have been awarded for the construction of the facilities covered by the following preliminary engineering projects; therefore, would you please have the necessary actions taken for submission of the final vouchers to FHWA on these preliminary engineering projects:

T-5003(2) ---------- 9th St.-14th St. (Astoria)
T-5005(3) ---------- Portland Ave. at Hill St. (Bend)
T-5025(9) ---------- Portland City-wide Traffic Signals — [illegible] in?
T-5025(12) ---------- Powell Ave. at Hood Ave. (Gresham)
T-5016(2) ---------- Oak St.-Willow St. (La Grande)
T-5025(10) ---------- S.W. 72nd Ave.-S.W. Greenburg Rd. (Tigard)
EHS-S-390(3)---------- N. Santiam River (Greens) Bridge
S-588(1) ---------- Grande Ronde River (Clark Cr.) Bridge

T-5006(2) Coos Bay
T-5017(2) Lebanon
T-5018(1) McMinnville
T-[illegible](2) Ontario
T-5025(11) Ore. City
T-5027(2) St. Helens

CL:bb

Cox

RECEIVED
COUNTY & CITY SECTION
JAN 2 1973
☑ ENGR. ☑ COOR. ☐ CE ☐ AD ☑ UE
☑ UPE ☐ CE ☐ RE ☐ PPE ☐

T'n

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 110079

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1318		9-6604-299

City of Bend
City Hall
Bend, Oregon 97701

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Arthur A. Johnson, Manager			
Advance Deposit			$ 5,200.00
Partial transfer of advance deposit for construction of the Hill St. @ Portland Ave. TOPICS Project. Contract # 7707			
Covered by agreement dated 1-24-72			$ 4,200.00
to be retained			$ 1,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ P.PE ☐

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52433-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF BEND
CITY HALL
BEND, OREGON 97701
Attention of Arthur A. Johnson, Manager

Request No. (assigned by staff engineer or head of division) cc 1318

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

3 & 4
T-5005(~~2~~)

Itemized Statement:

Advance Deposit $5,200

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the Hill St. @ Portland Avenue TOPICS Project. Contract #7707.		
		Covered by agreement dated 1/24/72.		4,200
		TO BE RETAINED		$1,000

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 9,0604-299

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $5,200

Submitted by: RICHARD BLADORN
Richard Bladorn

Is this a partial or final request for billing? Partial

Approved:
Division Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

RECEIVED
JUN 30 1972
FOR FILING

7707

June 30, 1972

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen

Contract No. 7707 awarded to Klamath Paving Company for work on Hill Street at Portland Avenue in Bend in Deschutes County was completed on May 31, 1972 and accepted by the Highway Commission on June 29, 1972.

Final payment in the amount of $1,066.19 will be released to the contractor after July 6, 1972. The total contract amount is $21,915.31 including $662.96 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Ward Insurance Agency
169 - 12th Avenue West
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

ORIGINAL SIGNED
TOM EDWARDS

SUBJECT Highway Project Acceptance

Contract No. 7707 Work Completed May 31, 1972

Project Hill St. at Portland Ave. (Bend)

Highway -- County Deschutes

Type of Work Grading and Paving

Contractor Klamath Paving Company

Recommended acceptance date June 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 8, 1972 for your formal concurrence.

VG:kds

cc: Floyd Query ✓
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Surety letter
written 6-30-72
dr.

T.

1905

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

June 19, 1972

Oregon State Highway Department
North Hwy. 97
Bend, Oregon 97701

Attention: Mr. Bob Clark, Resident Engineer

Dear Mr. Clark:

In regard to the recently constructed street widening project at the Hill St. and Portland Ave. intersection, both Mr. Metke and myself feel that it is satisfactory to us and recommend acceptance by the City of Bend.

Sincerely,
John H. Eaton
John H. Eaton
City Engineer

JHE:at

Cox

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
☑ ENGR. ☑ COOR. ☑ CE ☒ [illegible] ☑ [illegible]
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hill Street at Portland Avenue (Bend)

WEEK ENDING: June 17, 1972

SECTION PREFIX: 9-0604

HIGHWAY: City Street

COUNTY: Deschutes

NAME OF JOB: Hill St. at Portland Ave. (Bend)

KIND OF WORK: Grading and paving

CONTRACTOR: Klamath Paving Company

CONTRACT NUMBER: 7707

FEDERAL AID PROJECT NUMBER: EHS-T-5005(4)

DATE OF CONTRACT: April 13, 1972

DATE WORK STARTED: 5-8-72

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED ~~CALENDAR~~ work DAYS 60

~~CALENDAR~~ work DAYS USED 34

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 62

PROJECT AUTHORIZATION $24,930.66

EXCLUSIVE OF ENGINEERING $22,753.31

ENGINEERING AUTHORIZATION $2,177.35

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $22,357.38

ENGINEERING COST TO DATE $1,925.00

This week 0.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 1.6 %

PERCENT OF AUTHORIZATION 88 %

DATE PROJECT WAS COMPLETED: May 31, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

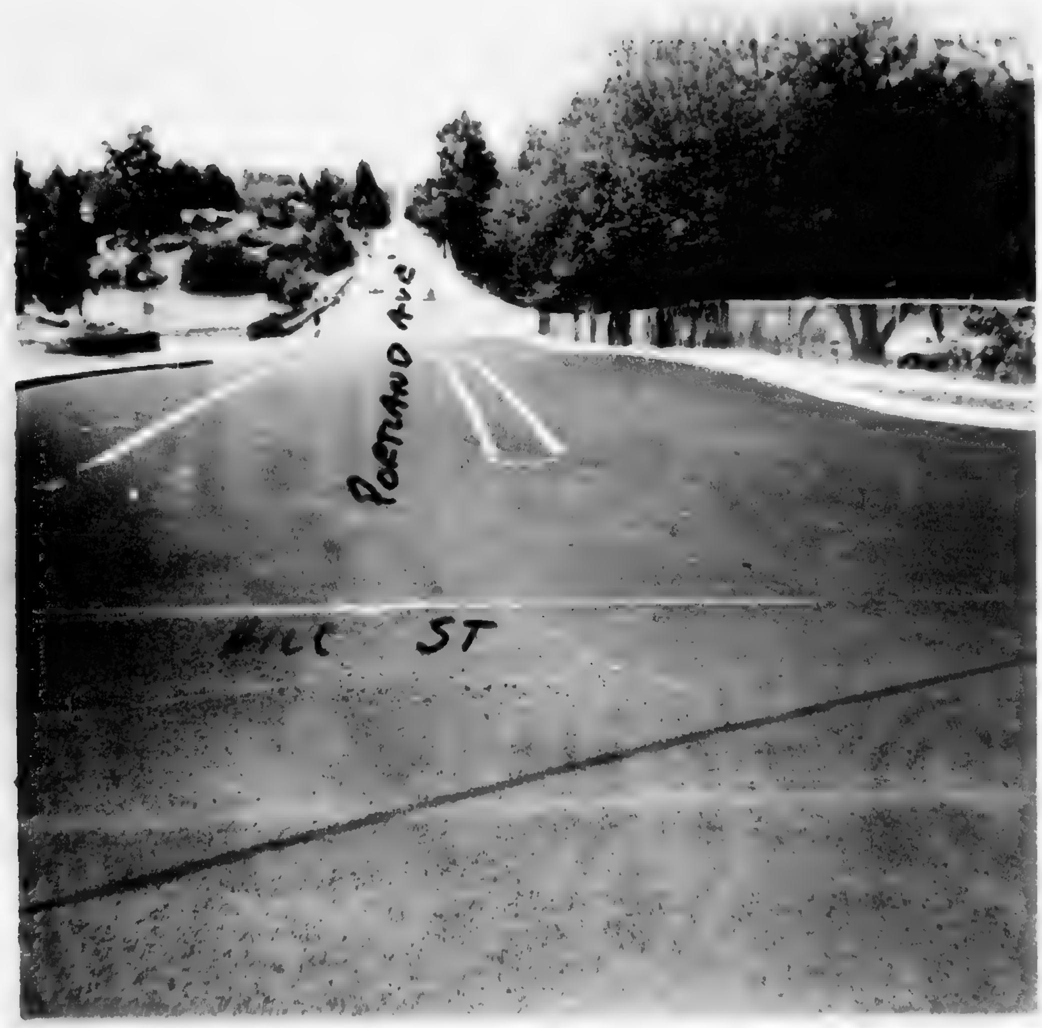
	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.18	0.18			0.18
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.18	0.18			0.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)	350 CY	460 CY			530 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	333	433			527
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	complete	complete			complete
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

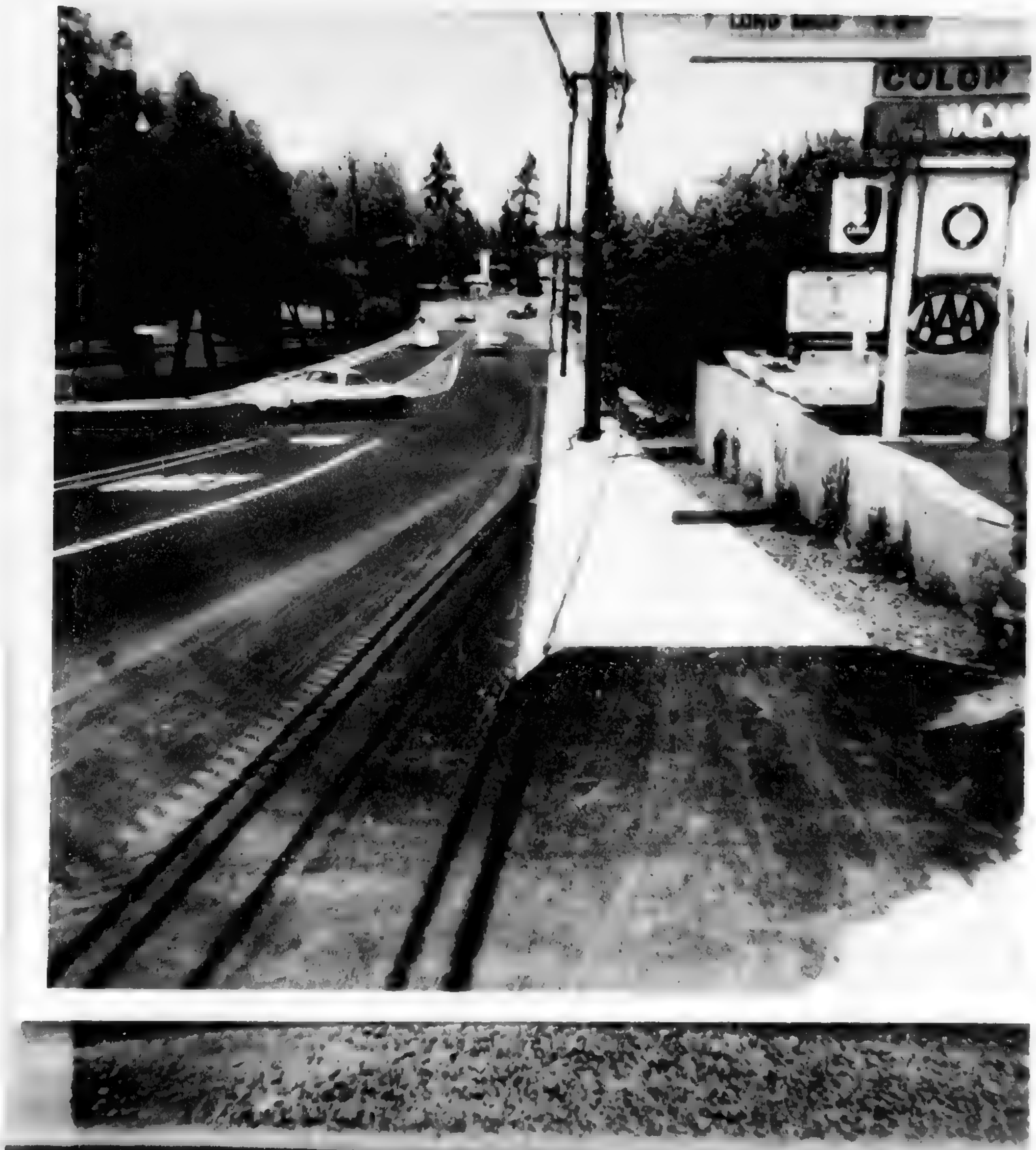
BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				



[redacted]

BEND HILL ST. @ PORTLAND AVE. 6-5-72.



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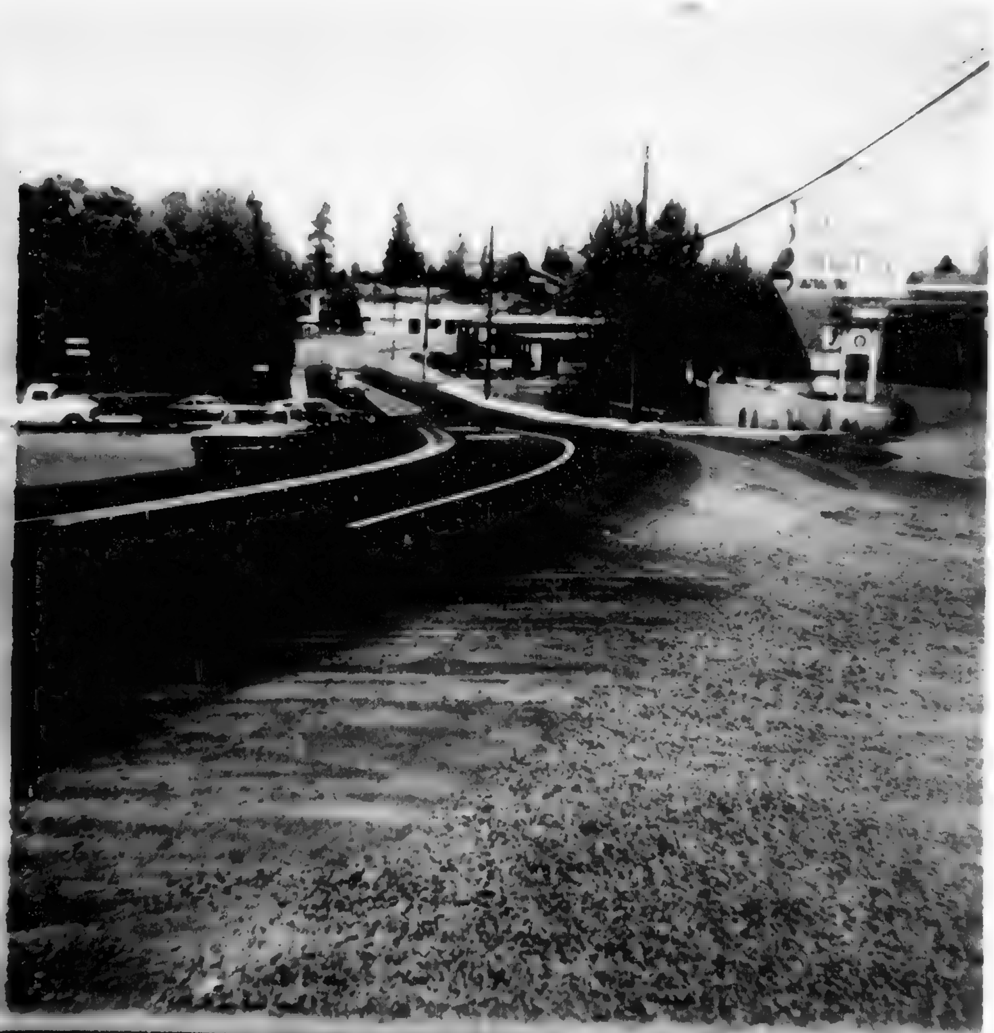
BEND HILL ST. @ PORTLAND AVE. 6-5-72



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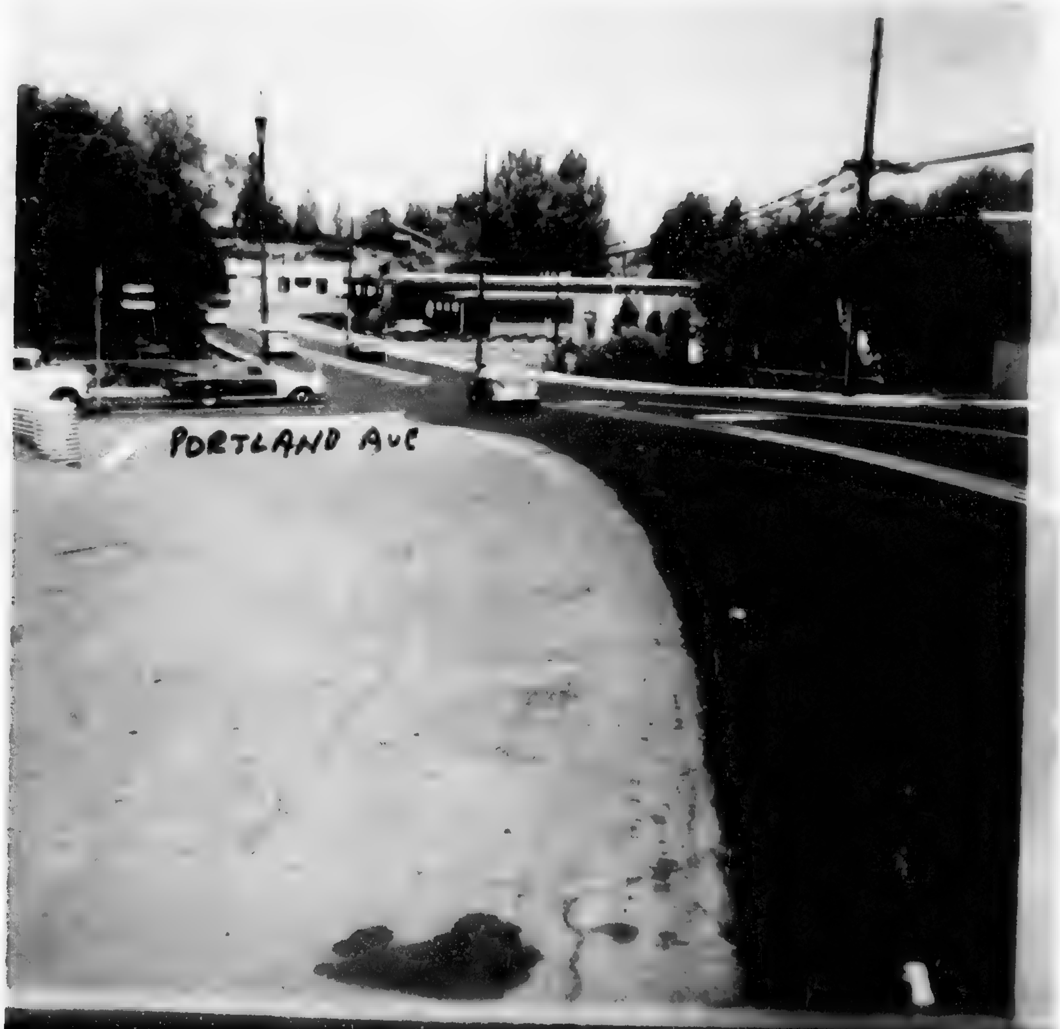
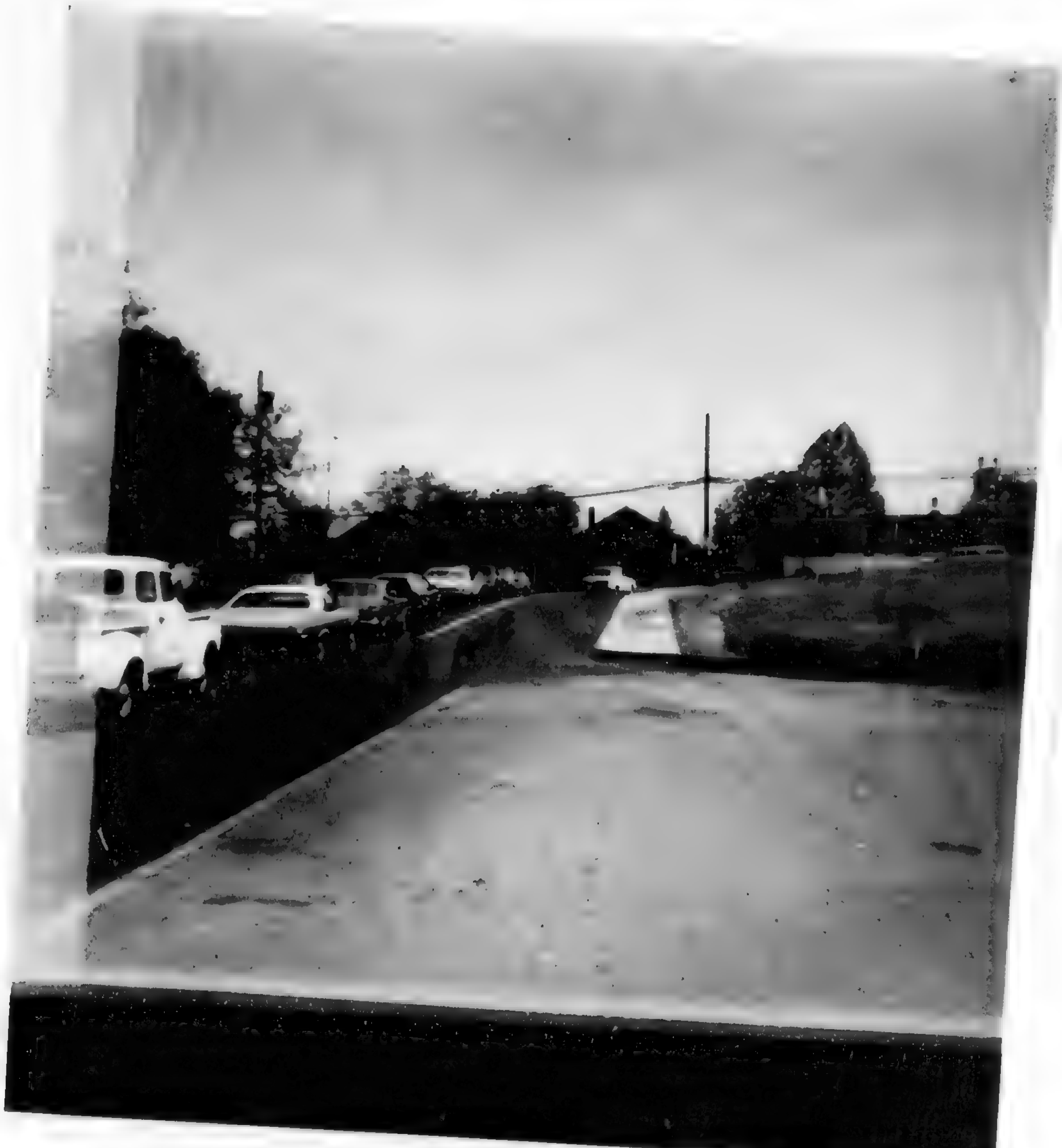
BEND HILL ST. @ PORTLAND AVE. 6-5-72



[redacted]

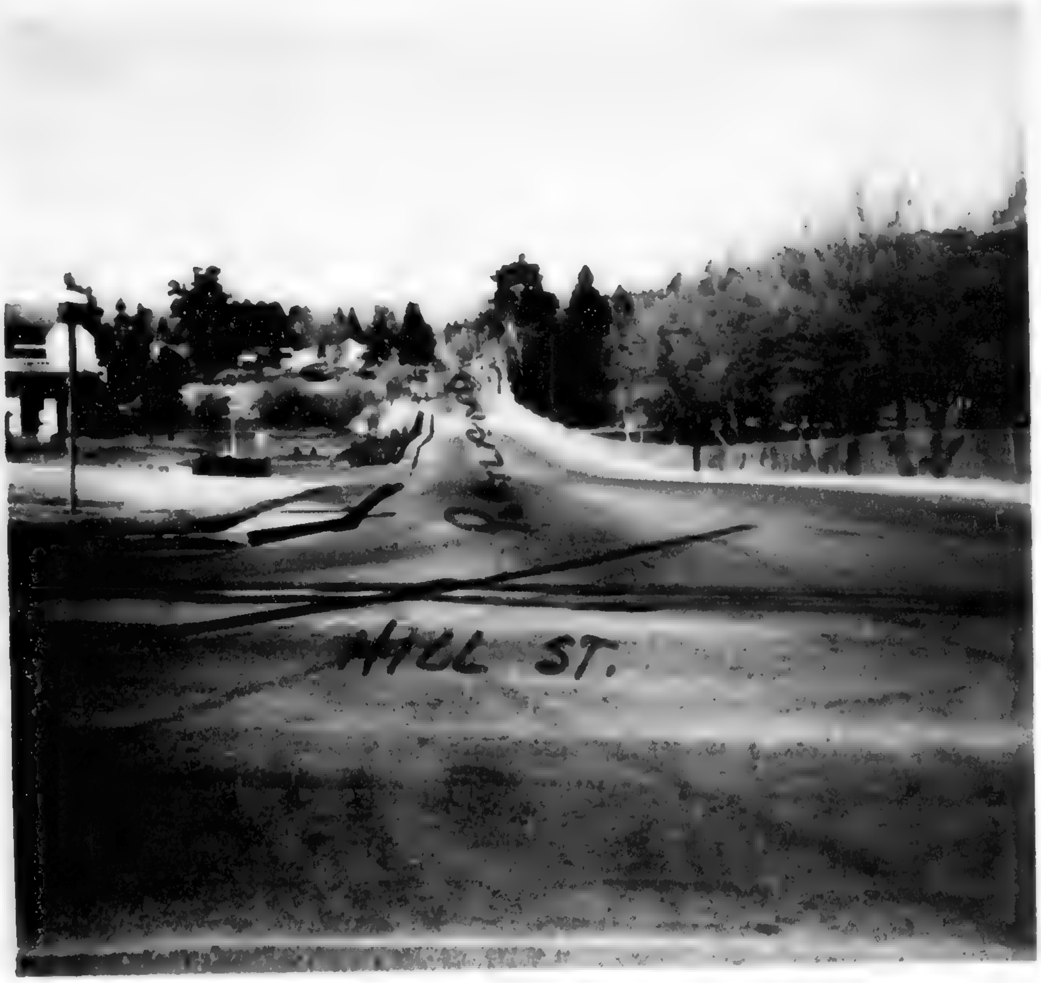
BEND HILL ST. @ PORTLAND AVE. 6-5-72



BEND HILL ST. @ PORTLAND AVE.

6-5-72

BEND HILL ST. @ PORTLAND AVE. 6-5-72



BEND HILL ST. @ PORTLAND AVE. 3-17-72

RECEIVED
JUN 19 1972
FOR FILING

1859

**OREGON STATE
HIGHWAY DIVISION**

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

7707

DATE June 2,1972

Federal-aid Project
No. EHS-T-5005(4)

Const. 6-19-72

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Request; Contract Work Completed

Contract 7707 Work Completed May 31, 1972

Project Hill St. at Portland Ave. (Bend)

Highway City Street

County Deschutes

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 7, 1972

Conditions not acceptable: None

for G. K. H
R. E. Simpson
Division Engineer

cc: Tom Edwards
L. H. Young

NOTED
A. E. JOHNSON

NOTED
F. B. KLABOE

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

6-16-72

RECEIVED JUN 1 1972

STATE COPY

OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 2	COUNTY Deschutes	DIVISION Oregon
DATE OF INSPECTION 5-31-72	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. EHS-T-5005(4)

IN COMPANY WITH
J Putman, Region 4 Engr, OSHD; R Clark, Res Engr, OSHD

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 37/60=62%	WORK COMPLETED 100 %

COPY SENT

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

JUN 13 1972
REGIONAL OFFICE

HILL STREET OF PORTLAND AVE.
CITY OF BEND
Grading & Paving

CM Corner
6-16-72

This project provided for the reconstruction, widening and channelization of Hill Street at Portland Avenue intersection in the City of Bend under the TOPICS program.

The final inspection for the project was held on May 31, 1972. The project had been previously accepted on May 26, 1972 by Harry Metke, Director of Public Works, City of Bend and John Eaton, Bend City Engineer.

The work was completed effective May 31, 1972 at which time 37 days of the 60 days allowed had been used.

At the time of this inspection the final quantity calculations were not complete; however, it appears the final amount will be close to the project authorization. Two price agreements were made in connection with the work.

Price Agreement No. 1 modified the specifications to allow acceptance of a commercial class "C" mix. There was no change in the pay item, quantity or contract price of the material as a result of this price agreement. The change was made at the State's request to reduce engineering costs in view of the small amount of material (530 tons) involved.

Price Agreement No. 2 increased the quantity of concrete sidewalk to be constructed. This work was required to match the curb grades of the new construction with the existing sidewalk grades. This price agreement will increase the quantity of sidewalk to be constructed by approximately 158 sq yards or $1066.50.

The project is presently being marked for striping and will be striped in the near future. Final acceptance will not be made until the striping is completed.

(more)

NOTED
A. E. JOHNSON

6-15-72
al
E C Young

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

The plans included the construction of two type "CG-1" inlets with special grates. Plan Sheet No. 3 specified the special grate by note and Standard Drawing No. 2105 CONCRETE INLETS containing details for the fabrication of the special grate was part of the plans. The special grate aligns the grate elements at right angles to the curb to allow safe passage for cyclists. During construction, the contractor installed the regular grate and before the special grate was installed, a cyclist's tire slipped between the gratings and the cyclist was thrown from the cycle and was knocked unconscious. The special grate with the grate elements at a right angle to the curb reduce the possibility of cyclist accidents, however, the possibility of accidents occurring during cross street cycle movements remains. Some consideration should be given toward the development of a grate which would reduce this accident potential.

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

T

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND REGIONAL INSPECTION REPORT

Project Name Hill Street @ Portland Avenue Section
Contract No. 7707
Highway City Street
Prefix No. 9-0604
County Deschutes
F.A. No. EHS-T-5005 (4)

Final inspection made on May 26, 1972 (Date) by Robert C. Pool

in company with Orville Aas, State Highway Div., Harry Metke and Dave Eaton, City of Bend.

CHECK LIST

Date

_____ Construction signs removed.

_____ Salem Office notified to rescind construction speed zone.

_____ Contractor removed equipment from project.

_____ Roadside cleanup completed.

Date

_____ Opened to traffic.

_____ Division materials certification submitted.

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

An acceptable project has been completed. Riding quality of pavement is poor.

Several minor clean-up items remain to be completed.

All contract work on this project has been completed and recommendation is made for acceptance on June 1, 1972 (Date). The semi-final estimate will be submitted about June 19 (Date).

RECEIVED
COUNTY & CITY SECTION
JUN 1 - 1972
☐ ENGR: ☑ COOR. ☑ LE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

CC: Construction Engineer
Regional Engineer
Maintenance Engineer
Resident Engineer
District Engineer
Traffic Engineer
Bridge Engineer

(Signed)

(Title)

✓

RECEIVED
MAY 22 1972

FOR FILING

7727

STATE COPY

FORM PR-33A

cc: [illegible] (Johnson)
Region
[illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contract ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Deschutes	Division Oregon
Date of Inspection 5/16/72	Inspection Made by D. E. [illegible], Area Engineer		Project No. T-5005(4)

In Company With
W. Robertson, Resident Engineer, [illegible]; R. Clark, Resident Engineer, OSHD

Location
Hill Street at Portland Avenue, City of Portland

COPY SENT
MAY 18 1972
REGIONAL OFFICE

Contractor Name and Address
Klamath Paving Company, Klamath Falls, Oregon

Award Date 4/13/72	Contract Amount $30,773.50	Time Allowed 60 cal. workdays	Time Started 4/25/72	Work Started 5/8/72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 15/60 = 25 %	Work Completed 10	

Roadbed (Width) varies (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Grade & Pave	6201	0.133	var.	var.	var.

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
None		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

5-22-72

Johnson

HILL ST. at PORTLAND AVE.
CITY OF BEND
Grading and Paving

1. INTRODUCTION

This project provides for the reconstruction, widening, and channelization of the Hill St. at Portland Ave. intersection in the City of Bend.

2. WORK COMPLETED

Grading 50% complete
Coarse aggregate base 40%
Removal of structures
and obstructions 50%

3. WORK IN PROGRESS

The contractor was excavating on Portland Avenue and placing course aggregate base on Hill Street.

(more)

REPLACES PR-33A(D) REV. [illegible], WHICH WILL NOT BE USED

4. COMMENTS

The contractor has designated Mr. B. L. Keyes as EEO officer for the project.

The first payroll and EEO monthly staffing report was not due at the time of this report.

RECEIVED
FOR FILING
7707

Form FHWA-121 (12
ITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: May 9, 1972

In reply refer to: 10-35-DB

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: EHS-T-5005(4)
Hill Street at Portland Avenue
State Force Order No. 2
Total Estimated Amount of the Order - $150.00
Federal Participation - $90.00

NOTED
F. B. KLABOE

Reference is made to Mr. Young's letter of May 2, concerning the subject order.

The use of State Forces to install permanent signing as required is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically and expeditiously.

Signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of signing less salvage value if applicable. The estimated total costs of the work to be done under this order is $150.00 with Federal participation of $90.00.

NOTED
TOM EDWARDS

Enclosure
State Force Order No. 2

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

5-12-72
Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105 (Rev. 8-70)

STATE COPY

4-21-72

G-11

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7707

Order No. 2 5-8-72

Section Hill Street at Portland Avenue (Bend)

Date April 17, 19 72

Highway City Street

F.A.P. No. EHS-T-5005(4)

County Deschutes

Prefix 9-0604

Account No. 276-02

Description of Work To Be Done:

Install permanent signing as required.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Permanent signing	$150.00

Explanation:

This is an additional anticipated item in the contract.

Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$24,930.66
Present estimate of project cost, including $150.00 for work under this order	$24,930.66
Expected under-run over-run (amount)	$0.00
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by R. H. Clark R. H. Clark
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For Construction Engineer ~~or Bridge Engineer~~

Approved 5-15-72

Approved:
Construction Engineer

ASST. STATE HWY. ENGR.

SP*72830-734

RECEIVED
[illegible]
FOR FILING

7707

May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5005(4)

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7707 State Force Order No. 2

Project Hill St. at Portland Ave. (Bend)

Highway City Street

County Deschutes

This order covers the cost of permanent signing on this project. The contractor is not properly staffed to perform the work contemplated under this order. The State has the necessary special equipment and trained personnel to perform the work most economically.

The signing will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of the signing. The estimated cost of this order is $150.00 with Federal participation of $90.00.

This work was tentatively approved by the Federal Highway Administration District Engineer April 21, 1972.

Your approval of this order under PPM 21-6.2 is requested.

Your approval as of April 21, 1972 is requested.

Attachments

BMW:js

FOR FILE

7707

April 27, 1972

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7707 for work on the Hill Street at Portland Avenue (Bend) Section in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Ward Insurance Agency
149 12th Avenue West
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 26, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT
Project No. EHS-T-5005(4)
Hill St. at Portland Ave. (Bend) Section

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

Att.
CL:ed

STATE COPY

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5005(4) Safety

HILL ST. AT PORTLAND AVE. (BEND) SECTION
CITY STREETS, BEND IN DESCHUTES COUNTY

Salem, Oregon April 26, 1972

Project Agreement Estimate

Type Code 6201
Roadway (Sta. 1+00 to Sta. 8+00)

Temporary Protection and Direction of Traffic	All Required		$ 4,500.00
Removal of Structures and Obstructions	All Required		1,500.00
General Excavation	350 cu.yd.	$ 2.65	927.50
Coarse Aggregate Base	370 cu.yd.	6.70	2,479.00
3/4"-0 Aggregate Base	90 cu.yd.	7.35	661.50
Class "C" Asphalt Concrete	530 ton	13.80	7,314.00
Concrete Inlets, Type CG-1	2 only	300.00	600.00
Concrete Walks	90 sq.yd.	6.75	607.50
Concrete Driveways	26 sq.yd.	9.00	234.00
Concrete Curbs	26 cu.yd.	75.00	1,950.00
			$20,773.50
Flagging (60% of Contractors Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		350.00
			$ 850.00
	Subtotal		$21,623.50
	10% Engr. & Cont.		2,161.50
	Total		$23,785.00

Length of Project	0.133 mile
Cost of Roadway per mile	$178,834.58

Retained in Program

Permanent Signing	All Required	$ 150.00
	Subtotal	$ 150.00
	10% Engr. & Cont.	15.00
	Total	$ 165.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$23,785.00	$15,115.00	$4,335.00	$4,335.00
Retained in Program	165.00	101.00	32.00	32.00
	$23,950.00	$15,216.00	$4,367.00	$4,367.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%
Contract No. 7707
Prefix 9-0604

Form A-103 (Rev. 8-70)

G-1P

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7707

Order No. 2

Section Hill Street at Portland Avenue (Bend)

Date April 17, 1972

Highway City Street

F.A.P. No. EHS-T-5005(4)

County Deschutes

Prefix 9-0604

Account No. 276-02

Description of Work To Be Done:

Install permanent signing as required.

Location by Station Numbers:

Throughout project.

Estimate of Quantities and Costs:

Permanent signing	$150.00

Explanation:

This is an additional anticipated item in the contract.

Work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $24,930.66

Present estimate of project cost, including $150.00 for work under this order $24,930.66

Expected under-run / over-run (amount) $0.00

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office

Submitted by R. H. Clark R.H. Clark
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or ~~Bridge Engineer~~

Approved 4-25-72

Approved:
Asst. State Hwy. Engr.
~~Construction Engineer~~

SP*72830-734

RECEIVED
APR 18 1972
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

7707

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 17, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT
Concurrence in Award

Confirmation of your tentative concurrence as of April 13, 1972 is requested in the award of contract for the Hill St. at Portland Ave. (Bend) Section, Project No. EHS-T-5005(4).

The contractor receiving the award is Klamath Paving Co., in the amount of $20,773.50, with Contract No. 7707 assigned. This bid was received on March 30, 1972 and awarded on April 13, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date ______________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

[illegible] ☑ COOR. ☑ OE ☒ T.E ☑ [illegible]
☑ UPE ☑ CE R RE[illegible] PPE ☐

April 13, 1972

Mr. Arthur A. Johnson
City Manager
City Hall
Bend, Oregon 97701

Re: TOPICS Project EHS-T-5005(4)
Hill Street @ Portland Avenue

Dear Mr. Johnson:

This will acknowledge receipt of the City of Bend's check #003476 in the amount of $5,200 which is the correct amount required as an advance deposit for the subject project.

The contract for this project has been approved by the Federal Highway Administration and will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
L. E. George
J. F. Putnam
V. E. Skoog: Check #003476 for $5,200

Rec'd. 4/13/72 by

DETACH BEFORE DEPOSITING

DATE	INVOICE NUMBER	DESCRIPTION	INVOICE AMOUNT	DISCOUNT	BALANCE
		TOPICS Project EHS-7-5005 (4) (Hill St. & Portland Ave.)			

NOT NEGOTIABLE

CITY OF BEND, OREGON

T

1905

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

RECEIVED
COUNTY & CITY SECTION
APR 7 - 1972
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ PPE ☐

April 6, 1972

Mr. H. S. Cox, County & City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project EHS-T-5005(4)
Hill Street & Portland Ave.

Dear Mr. Cox:

The Bend City Commission, at their regular meeting held April 5, 1972, accepted the low bid submitted by Klamath Paving Company of Klamath Falls for the TOPICS project located at Hill Street and Portland Avenue.

Enclosed you will find a check for $5,200 as our advance deposit for the job.

Sincerely,

Arthur R. Johnson
City Manager

ARJ:at

cc: J. F. Putman, Regional Engineer

4-7-72

CHECK PLACED IN SAFE
IN JOHN HERR'S OFFICE,
PENDING FHWA APPROVAL
OF PROJECT.
B

CC: D. A. Ridings

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of April 13, 1972 is requested in the award of contract for the Hill St. at Portland Ave. (Bend) Section, Project No. EHS-T-5005(4).

The contractor receiving the award is Klamath Paving Co., in the amount of $20,773.50, with Contract No. 7707 assigned. This bid was received on March 30, 1972 and awarded on April 13, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date APR 1 8 [illegible]

I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

RECEIVED
APR 1 9 1972
PROGRAMING SECTION

NOTED
R. N. CHASE
Chas

FOR FILING

7707

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **April 10, 1972**

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT
Hill St. at Portland Ave. (Bend) Section
Oregon Project No. EHS-T-5005(4)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on March 30, 1972 and Klamath Paving Company of Klamath Falls submitted the low bid for the grading and paving work on this TOPICS project in the amount of $20,773.50, which is $3,095.50 or 17.5% over our engineers estimate of $17,678.00. One other bid was received in the amount of $23,558.00.

There are two items in the low bid which make up almost all of the overrun, they are Item-1, Temporary Protection and Direction of Traffic and Item-2, Removal of Structures and Obstructions. The contractors identification signs were overlooked when making the estimate for Item-1, reducing that overrun by $500.00. We believe that the estimate for the two items was too low by the amount of the balance of the overrun, and that the contractor has bid these items higher to allow sufficient mobilization cost for the project.

We feel the low bid is reasonable, the project was advertised for three weeks and we did receive two bids reasonably close together, that we would not receive a lower bid or that we would not receive more bids if the project were readvertised and that the administrative cost involved with readvertised would be more than any savings received in such a small contract.

The Bend City Commission accepted the low bid and urged award of the contract at their regular meeting held April 5, 1972; they also submitted a check for their share of the project.

For these reasons, we believe it is in the public interest to award the contract to the low bidder, Klamath Paving Company. Attached are two copies of the bid tabulations and if further information is needed, please advise.

DAR:alc

Attachments

RECEIVED
APR 5 - 1972
FOR FILING

7707

April 4, 1972

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $20,773.50 on the Hill Street at Portland Avenue (Bend) Section on various city streets in Bend in Deschutes County, which was the low bid received for that job on March 30, 1972.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the Federal Highway Administration and the City of Bend approve the project and the City deposits $5,200. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

RECEIVED
FOR [illegible]

bc: R. L. Schroeder
L. H. Young
J. F. Putnam

OREGON STATE
HIGHWAY DIVISION

7707

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 30, 1972

Mr. Arthur A. Johnson
City Manager
City Hall
Bend, Oregon 97701

RE: TOPICS Project EHS-T-5005(4)
Hill Street @ Portland Avenue

Dear Mr. Johnson:

The Highway Commission opened bids today for the subject project and the apparent low bid was submitted by Klamath Paving Company of Klamath Falls. The anticipated cost based on the low bid is as follows:

Contractor's bid	$20,773.50
Anticipated additional item (flagging)	500.00
	$21,273.50
Engineering & contingencies (14.5%)	3,084.50
	$24,358.00
Estimated preliminary eng'ring to date	1,642.00
TOTAL	$26,000.00
CITY'S ADVANCE DEPOSIT: 20% of total	$ 5,200.00

Enclosed for your information are copies of the Highway Division's estimate of cost and the contractor's bid.

The contractor's bid exceeds the Highway Division's estimate by approximately 17.5%. Since this is more than the allowable 10%, we will need your approval of the cost before we seek FHWA approval.

If you decide to reject the bid as being too high, we can readvertise the project at a later date. Please be aware though, that we have no assurance that a second bid will be any lower. It could even be higher.

If you decide to accept the bid, please send us your advance deposit for the City's estimated share of the cost and we will request FHWA approval for the project. Please make your check (in the amount of $5,200) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

RECEIVED
MAR 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

George M. Baldwin
Administrator of Highways

RICHARD BLADORN

By: H. S. Cox
for
County and City Engineer

NOTED
R. L. SCHROEDER

RU:mm
Encl.

HILL ST. AT PORTLAND AVE. (BEND) SECTION

CITY STREETS

DESCHUTES COUNTY

FAP No. EHS-T-5005(4)
0.13 mile Grading and Paving

Bids Received March 30, 1972

ESTIMATE BY STATE HIGHWAY DIVISION

1.	Temporary Protection and Direction of Traffic	All Specified		$ 3,000.00
2.	Removal of Structures and Obstructions	All Specified		400.00
3.	General Excavation	350 cu.yds.	4.50	1,575.00
4.	Coarse Aggregate Base	370 cu.yds.	6.00	2,220.00
5.	3/4" - 0 Aggregate Base	90 cu.yds.	6.50	585.00
6.	Class "C" Asphalt Concrete	530 tons	12.50	6,625.00
7.	Concrete Inlets, Type CG-1	2 only	220.00	440.00
8.	Concrete Walks	90 sq.yds.	7.50	675.00
9.	Concrete Driveways	26 sq.yds.	8.00	208.00
10.	Concrete Curbs	26 cu.yds.	75.00	1,950.00
		For Comparison of Bids		$ 17,678.00

BID BY KLAMATH PAVING CO. OF KLAMATH FALLS

1.	Temporary Protection and Direction of Traffic	All Specified		4,500.00
2.	Removal of Structures and Obstructions	All Specified		1,500.00
3.	General Excavation	350 cu.yds.	2.65	927.50
4.	Coarse Aggregate Base	370 cu.yds.	6.70	2,479.00
5.	3/4" - 0 Aggregate Base	90 cu.yds.	7.35	661.50
6.	Class "C" Asphalt Concrete	530 tons	13.80	7,314.00
7.	Concrete Inlets, Type CG-1	2 only	300.00	600.00
8.	Concrete Walks	90 sq.yds.	6.75	607.50
9.	Concrete Driveways	26 sq.yds.	9.00	234.00
10.	Concrete Curbs	26 cu.yds.	75.00	1,950.00
		TOTAL BID		20,773.50

BID BY R. L. COATS OF BEND

1.	Temporary Protection and Direction of Traffic	All Specified		5,000.00
2.	Removal of Structures and Obstructions	All Specified		1,000.00
3.	General Excavation	350 cu.yds.	2.00	700.00
4.	Coarse Aggregate Base	370 cu.yds.	6.00	2,220.00
5.	3/4" - 0 Aggregate Base	90 cu.yds.	7.00	630.00
6.	Class "C" Asphalt Concrete	530 tons	20.00	10,600.00
7.	Concrete Inlets, Type CG-1	2 only	200.00	400.00
8.	Concrete Walks	90 sq.yds.	8.00	720.00
9.	Concrete Driveways	26 sq.yds.	8.00	208.00
10.	Concrete Curbs	26 cu.yds.	80.00	2,080.00
		TOTAL BID		23,558.00

HILL ST. AT PORTLAND AVE. (BEND) SECTION

CITY STREETS

DESCHUTES COUNTY

FAP No. EHS-T-5005(4)
0.13 mile Grading and Paving

Bids Received March 30, 1972

1.	Temporary Protection and Direction of Traffic	All Specified			$ 3,000.00	4500
2.	Removal of Structures and Obstructions	All Specified			400.00	1500
3.	General Excavation	350 cu.yds.	4.50	2.65	1,575.00	927.50
4.	Coarse Aggregate Base	370 cu.yds.	6.00	6.70	2,220.00	2479
5.	3/4" - 0 Aggregate Base	90 cu.yds.	6.50	7.35	585.00	661.50
6.	Class "C" Asphalt Concrete	530 tons	12.50	13.80	6,625.00	7314
7.	Concrete Inlets, Type CG-1	2 only	220.00	300	440.00	600
8.	Concrete Walks	90 sq.yds.	7.50	6.75	675.00	607.50
9.	Concrete Driveways	26 sq.yds.	8.00	9	208.00	234
10.	Concrete Curbs	26 cu.yds.	75.00	75	1,950.00	1950
		For Comparison of Bids			$ 17,678.00	20,773.50

17.5% over

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$17,678.00	20,773.50
Anticipated Additional Items:			
Flagging (State Share)	500.00		
Permanent Signing	150.00		500
Permanent Pavement Striping	350.00		
		1,000.00	
		$18,678.00	21,273.50
Engr. & Cont. (14 1/2%)		2,708.31	3,084.66
Estimated Net Authorization, Constr.		$21,386.31	24,358.16
Estimated [illegible] to city			1642
		total	26,000

by State at city expense

Adv. Dep. $5200

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #2 Hill St. at Portland Ave. (Bend) Section
City Sts. in Bend
DESCHUTES COUNTY

OWNER: Oregon State Highway Department

DATE: 3/30/72 **PAGE:** 1 of 1

1. Klamath Paving Co. K. Falls
2. RL Coates Bend
3.
4. Pacific [illegible] Co.
5. Klamath [illegible] Products
6.
7.
8.
9.
10.
11.
12.
13.
14.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Protection & Direction of Traffic	1	4500	5000	
	L.S.	Removal of Structures & Obstructions	2	1500	1000	
350	C.Y.	General Exc.	3	927.50 $2^{\underline{65}}$	2 700	
370	C.Y.	Coarse Aggregate Base	4	2479 $6^{\underline{70}}$	6 2220	
90	C.Y.	3/4" - 0 Aggregate Base	5	661.50 $7^{\underline{35}}$	7 630	
530	Tons	Cl. "C" Asphalt Conc.	6	7314 $13^{\underline{80}}$	20 10,600	
2	Only	Conc. Inlets, Type CG-1	7	600 300	200 400	
90	S.Y.	Conc. Walks	8	607.50 $6^{\underline{75}}$	8 720	
26	S.Y.	Conc. Driveways	9	234 9	8 208	
26	C.Y.	Conc. Curbs	10	1950 75	80 2080	
		(17,678)		$20{,}773^{\underline{50}}$	23,558	
				17½%		

S-403 R11 6/71

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U. S. DEPARTMENT OF TRANSPORTAT[illegible] - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-22-72

FEDERAL AID PROJECT NO.: EHS-T-5005(4)

STATE PROJECT NO.: HILL ST. AT PORTLAND AVE. (BEND) SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

COUNTY NAME:

ITEM NO.: T-42B

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
F. B. KLABOE
3-24-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 8, 1972	MARCH 8, 1972	PRIMARY ROUTE 4 LOOP
		STATE ROUTE NUMBER
		CITY STREETS

GENERAL LOCATION:

BEND

GENERAL DESCRIPTION OF WORK:

AFTER CONCURENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $500 AND PERMENANT PAVEMENT STRIPING BY STATE FORCES IN AMOUNT OF $350.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
CONTRACTOR'S FLAGGING $500.00
PERMENANT PAVEMENT
STRIPING WITH STATE FORCES $350.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MARCH 6, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-22-72	[illegible]	for DIVISION ENGINEER

Chase

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68)
WILL BE USED

CC: Bend

3-24-72

STATE COPY

Oregon State Highway Division

Federal-Aid
Project No. T-5005(3)

HILL STREET AT PORTLAND AVE. (BEND) SECTION

CITY STREET IN DESCHUTES COUNTY

Salem, Oregon March 13, 1972

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$3,000.00
	Total	$3,000.00

Lenght of Project - - - - - - - - 0.10 mile

Federal Funds		$1,900.00
State Funds		550.00
City Funds		550.00
	Total	$3,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 9-0603

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

(MEMORANDUM) Final Voucher

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION 3-8-72

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. T-5008(3)

VOUCHER PERIOD: FROM 8-4-71 TO 3-8-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$2,427.33	$2,427.33	63.56%	$1,542.81	$1,542.81	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

V.E. Skoog
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	HILL STREET AT PORTLAND AVE. (BEND) SECTION					
	DESCHUTES COUNTY					
	Preliminary Engineering Type Code P.E. Preliminary Engineering					
	Preliminary Engineering	All	Required		$ 2,427.33	
	Total Preliminary Engineering Cost				$ 2,427.33	
	Total Participating Cost				$ 2,427.33	
	Total Cost				$ 2,427.33	
	AMOUNT CARRIED FORWARD. . .					

FORM PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

HILL STREET AT PORTLAND AVE. (BEND) SECTION

T-5003(3)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P. E.	$2,427.33	$1,542.81	0.10 Mile

T

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

March 8, 1972

Mr. Robert E. Simpson
Federal Highway Administration
Oregon Division
P.O. Box 300
Salem, Oregon 97308

ATTN: Glenn Hossner

Dear Mr. Simpson:

The Traffic Engineering Section has reviewed the plans for the grading and paving project at the intersection of Hill Street and Portland Avenue in Bend. This is a TOPICS project.

It is our opinion that the design for this project, although not optimum, is adequate and that satisfactory traffic operations will result.

Very truly yours,

George M. Baldwin
Administrator of Highways

By:

L. E. George
Traffic Engineer

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1972
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ DE ☑ RPE ☐

VPJ:sv

cc: R. H. Bladorn

C

Form E-123

Gen File

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FOR FILING

1859

7707

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972.

I-5-4(72)215	Route I-5 Motor Service Signing
I-5-5(56)262	Route I-5 Motor Service Signing
EHS-F-156(22)	Boring Road Interchange Section
EHS-T-5005(4)	Hill St. at Portland Ave. Bend Section
EHS-T-5001(2)	Vine St.-Ferry St. (Albany) Section
EHS-T-5023(3)	SW 3rd Ave.-SW 4th Ave. (Ontario) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1067 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Programing Engineer

Attachment

DAR:dg

RECEIVED
[illegible]
FORM E-30 (REV 10-69)
FOR FILING
7707

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310
February 24, 1972

SUBJECT: Right of Way Status
Topics
Bid Opening March 30, 1972

To: Mr. L. H. Young
Program and Planning Engineer

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above projects scheduled for contracting on the above date.

On the following projects all rights of way and rights of entry are acquired:

Unit "C" Portland City-Wide Traffic Signals.

Vine Street-Ferry Street (Albany) Section

Hill St. at Portland Ave. (Bend) Section

No additional right of way was necessary for these projects. The present right of way was acquired by the State, or responsible agency prior to August 23, 1968.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant R/W Engineer

NOTED
F. B. KLABOE

JRO:ha
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5005(4) Safety

HILL ST. AT PORTLAND AVE. (BEND) SECTION

CITY STREETS, BEND IN DESCHUTES COUNTY

Salem, Oregon, February 23, 1972

P.S. & E. Estimate.

Type Code 6201
Roadway (Sta. 1+00 to Sta. 8+00)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Removal of Structures and Obstructions	All Required		400.00
General Excavation	350 cu.yd.	4.50	1,575.00
Coarse Aggregate Base	370 cu.yd.	6.00	2,220.00
3/4" - 0 Aggregate Base	90 cu.yd.	6.50	585.00
Class "C" Asphalt Concrete	530 ton	12.50	6,625.00
Concrete Inlets, Type CG-1	2 only	220.00	440.00
Concrete Walks	90 sq.yd.	7.50	675.00
Concrete Driveways	26 sq.yd.	8.00	208.00
Concrete Curbs	26 cu.yd.	75.00	1,950.00
			$17,678.00
Flagging (60% of Contractor's Cost)	All Required		$ 500.00
Permanent Pavement Striping	All Required		350.00
			$ 850.00
	Subtotal		$18,528.00
	10% Engr. & Cont.		1,852.00
	Total		$20,380.00

Length of Project - - - - - - - - - - - 0.133 mile
Cost of Roadway Per Mile - - - - - - - $153,233.08

Retained in Program

Permanent Signing	All Required	$ 150.00
	Subtotal	$ 150.00
	10% Engr. & Cont.	15.00
	Total	$ 165.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Other Funds
Roadway	$20,380.00	$12,950.00	$3,715.00	$3,715.00
Retained in Program	165.00	101.00	32.00	32.00
Totals	$20,545.00	$13,051.00	$3,747.00	$3,747.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31. Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

7707

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

DATE: FEBRUARY 23, 1972

In reply refer to: 10-35-FA

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT T-5005(3)
HILL ST. AT PORTLAND AVE. SECTION (BEND)
LOCATION/DESIGN APPROVAL

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE REQUIREMENTS OF PARAGRAPH 10 OF PPM 20-8 IS HEREBY GRANTED FOR THE CONSTRUCTION OF THE SUBJECT PROJECT AS REQUESTED IN MR. HUNTER'S JANUARY 31, 1972 LETTER.

2-28-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Young
Hall
Wolfe

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2-23-72

U.S. DEPARTMENT OF TRANSPORTAT[illegible] - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F[illegible]RAL AID PROJECT NO.
T-5005(3)

STATE PROJECT NO.
HILL ST. @ PORTLAND AVE.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
42-A

COUNTY NAME
DESCHUTES

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:
7707

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE FEBRUARY 23, 1972	FEDERAL ROUTE NUMBER PRIMARY ROUTE 4 LOOP & TYPE 2 SYSTEM STATE ROUTE NUMBER CITY STS.

GENERAL LOCATION:
CITY OF BEND

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PREPARATION OF PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

3-1-72
REFERRED TO E. S. HUNTER
NOTED
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER
Young

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-23-72	Green	For DIVISION ENGINEER

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

2-23-72

TRANSACTION NUMBER 2-70

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-23-72

BY (Signature): Mr. Young's February 10, 1972 PR-9

TITLE: Programing Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 42-B THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
42-B	EHS-T-5005(4)	0.10	$15,000	9,500

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
HILL ST. @ PORTLAND AVE. SECTION (BEND)	GRADE, DRAIN, HIGH TYPE PAVEMENT AND CURBS.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
Young

REMARKS (Division)

7707

3-1-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 2-23-72	SIGNATURE AND TITLE for R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV 4-61)

2-10-72

REQUEST FOR APPR
OF INDIVIDUAL PROJECT PRO
(PPM 21-1 AND 22

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Portland Ave. and Hill St. in Bend	ADT	10,700	FUTURE (66) (70) 17,100	YEAR (71) (72) 91	RE (74)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62 PE, Gr., Dr., High-Type Pave.	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY							
			FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PR 14	

CARD 4	CLASS OF FEDERAL FUNDS 1 TOPICS		COUNTY NAME
	NAME OF URBAN AREA 17-31 Bend	F.A. SYSTEM Primary type 1 & 2	RT P

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FE
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67)
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	42	T-5005(3)	Intersection of Portland Ave. and Hill St. in the City of Bend	0.10 0.10	1,000 15,000	
										PROJECT TOTAL	0.10	16,000	
5					PE ROW CONST		RE-QUESTED REVISION	42-A	T-5005(3)	Intersection of Portland Ave. and Hill St. in the City of Bend	0.10	1,000	
												(16) (23)	(24)
CARD	A form PR-1 or PR-9 has been submitted within the last 7 days	Yes ☐					PROJECT WITHDRAWN Yes ☐			PROJECT TOTAL	0.10	1,000	

REASON FOR CHANGE:

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

2-10-72

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

end	ADT	10,700	FUTURE 17,100	YEAR 91	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN. CODE 077
								ITEM NO. 42

FOR MISCELLANEOUS FUNDS ONLY

OUTE NO | SUPV AGCY | DA CLASSIF. | DA AREA | EMERG. YR. | PL AUTH YR

PROJECT NUMBER
PREFIX LETTER(S): T-
NUMBER-AGR. NO.: 5005(3)

I PROJECTS ONLY
POST MI.
DESIG.

COUNTY NAME: Deschutes
CODE: 017

F.A. SYSTEM: Primary type 1 & 2
RTE NO.: P T
FEDERAL AID: 4 Loop
STATE: City St.
U.S.: 97 Bus.

CT ER	TERMINI	MILES	PROJECT COST TOTAL COST	 FEDERAL FUNDS	 STATE FUNDS	CHARACTER OF PROPOSED WORK
5(3)	Intersection of Portland Ave. and Hill St. in the City of Bend	0.10	1,000	630	185 (City) 185	P.E. all phases. Gr., Dr., High-Type Pave. and curbs.
		0.10	15,000	9,500	2,750 (City) 2,750	
	PROJECT TOTAL	0.10	16,000	10,130	5,870	
5(3)	Intersection of Portland Ave. and Hill St. in the City of Bend	0.10	1,000	630	185 185 (City)	P.E. all phases.
WN	PROJECT TOTAL	0.10	1,000	630	370	

REASON FOR CHANGE:

MONTHLY TRANSACTION NO

FORM PR-9
(REV. 4-61)

REQUEST F
OF INDIVIDUAL PROJ
(PPM 21-

DATE SUBMITTED TO W.O.

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT		FUTURE (66) (70)

			FOR MISCELLANEOUS FUNDS ONLY						
CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL 74	

CARD 4	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
	NAME OF URBAN AREA 17-31	F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL CO
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST (Safety)		Re-quested Revi-sion	42-B	EHS-T-5005(4)	Intersection of Portland Ave. & Hill St. in the City of Bend. "Hill St. at Portland Ave. (Bend) Section"	0.10	15,0
										PROJECT TOTAL	0.10	15,0
5					PE ROW CONST		RE-QUESTED REVISION					(16)
										PROJECT TOTAL		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To split project as origi
Project T-5005(3), PE all phases and Item
in order that the physical construction
IM 30-5-71, "Emergency Highway Safety Pro

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: August 4, 1971	PROGRAM REVISION REQUESTED DATE February 10, 1972	RECOMM DATE
OTHER:	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME

CODE 14 16

STEM

RTE NO.

FEDERAL AID STATE (32) (36) U.S. (37) (41)

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
ersection of Portland . & Hill St. in the y of Bend. ll St. at Portland . (Bend) Section"	0.10	15,000	9,500	2,750 (City) 2,750	Gr., Dr., High-Type Pave. and curbs.
PROJECT TOTAL	0.10	15,000	9,500	5,500	
PROJECT TOTAL		(16) (23)	(24) (33)		

SON FOR CHANGE: To split project as originally programed into two separate projects as Item 42-A, ject T-5005(3), PE all phases and Item 42-B, Project EHS-T-5005(4), Gr., Pave. & Channelization order that the physical construction may be programed and obligated as an "EHS" project under 30-5-71, "Emergency Highway Safety Program", paragraph (a).

EQUESTED	RECOMMENDED	APPROVED
1972	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

classes of funds involved.

USCOMM-DC 48908-P61

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID P**
DATE SUBMITTED TO W.O.	2-10-72	(PPM 2

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	**ADT**	PRESENT	FUTURE (66) (70)	YEAR (71)
	1	Portland Ave. and Hill St. in Bend		10,700	17,100	9

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH (74)
	Gr. Dr. High-Type Pave.						EHS	

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	TOPICS		
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID
	Bend	P T	4 Loop

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT C… FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
					PE		Intersection of Portland Ave. and Hill St. in the City of Bend			
5					**ROW**					
5					**CONST** (CODE) (Safety)		"Hill St. at Portland Ave. (Bend) Section"	0.10	15,000	9,500

CARD	CODE	PREPARED BY	PROJECT TOTALS			
	1			0.10	15,000	9,500
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (3

FHWA
2-23-72

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

ADT	PRESENT 10,700	FUTURE 17,100	YEAR 91	REGION 10	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 42-B

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR. EHS	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) EHS-T-	NUMBER 5005	SEQ. NO. (4)	I. Projects Only POST MI. DESIG.

COUNTY NAME: Deschutes — CODE 017

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE P NO. T — FEDERAL-AID: 4 Loop — STATE: City St. — U.S.: 97 Bus.

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
0.10	15,000	9,500	2,750	2,750 (City)
0.10	15,000	9,500	2,750	2,750 (City)

CHARACTER OF PROPOSED WORK
(Full description)

Gr., Dr., High Type Pave. and curbs.

ROW - 60' min.;
Access Control - none;
Parking Restrictions - complete.

REMARKS
P.E. for this project programed under Item No. 42-A, Project No. T-5005(3).

-over-

USCOMM DUSCOMM-DC 48905-P61

HILL ST. AT PORTLAND AVE. (BEND) SECTION
PROJECT EHS-T-5005(4)

Existing Facilities:

Portland Avenue:	36' curb to curb; sidewalks on both sides.
Hill Street:	24' pavement; no curbs.

Project Data:

Portland Avenue:	Grade, drain, high-type pavement with curbs and replace 5' sidewalks on south side to provide 48' traveling between curbs for improved channelization of intersection for turning and thru movements.
Hill Street:	Grade, drain, high-type pavement with curbs to provide 33' travelway between curbs for improved channelization for turning movements.

Additional Right of Way: None required.

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: None involved.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Requested under action of January 31, 1972.

Environmental Impact Statement: Waived by FHWA (Division) memorandum of July 16, 1971.

State Clearinghouse: Exempt from review under working agreement of April 28, 1970.

District Clearinghouse and Environmental Requirements: Waived by FHWA (Division) under memorandum of July 16, 1971.

The Highway Division does not, at this time, have the legal authority to control the use by utilities of the right-of-way for this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 30% of project on Primary Type II System.
70% of project on Primary System.

2-3 72

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☑ COOR. ☐ QE ☑ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

CC: J.R. OAKES
C.G. SWENSON
R.N. CHASE
T.W. LITCHFIELD
J.F. PUTNAM

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5005(3)

Project Name Hill Street @ Portland Avenue Section

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon,

this 1st day of February, 1972.

City of BEND

Richard E. Gervais
Mayor

Julie S. Johnson
Recorder

T.

1905

CITY of BEND POST OFFICE BOX 431 PHONE (503) 382-4211

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ UE ☐ RE ☒ RPE ☐

February 1, 1972

Mr. Richard Bladorn
Urban Program Engineer
Oregon State Highway Division
Highway Bldg.
Salem, Oregon 97310

Dear Sir:

Enclosed please find the signed right-of-way and utilities certificate for TOPICS Project T-5005(3), Hill Street and Portland Avenue along with a signed copy of protection of public resources.

Sincerely,

Julia S. Johnson

Julia S. Johnson
Recorder-Treasurer

JSJ:at
Encl.

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☑ COOR. ☐ DE ☒ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Hon. John G. Stenkamp
The Mayor
City Hall
Bend, Oregon 97701

Attention: Mrs. Julia Johnson, City Recorder

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Hill Street TOPICS

Section Hill Street @ Portland Avenue: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

February 1, 1972
(date)

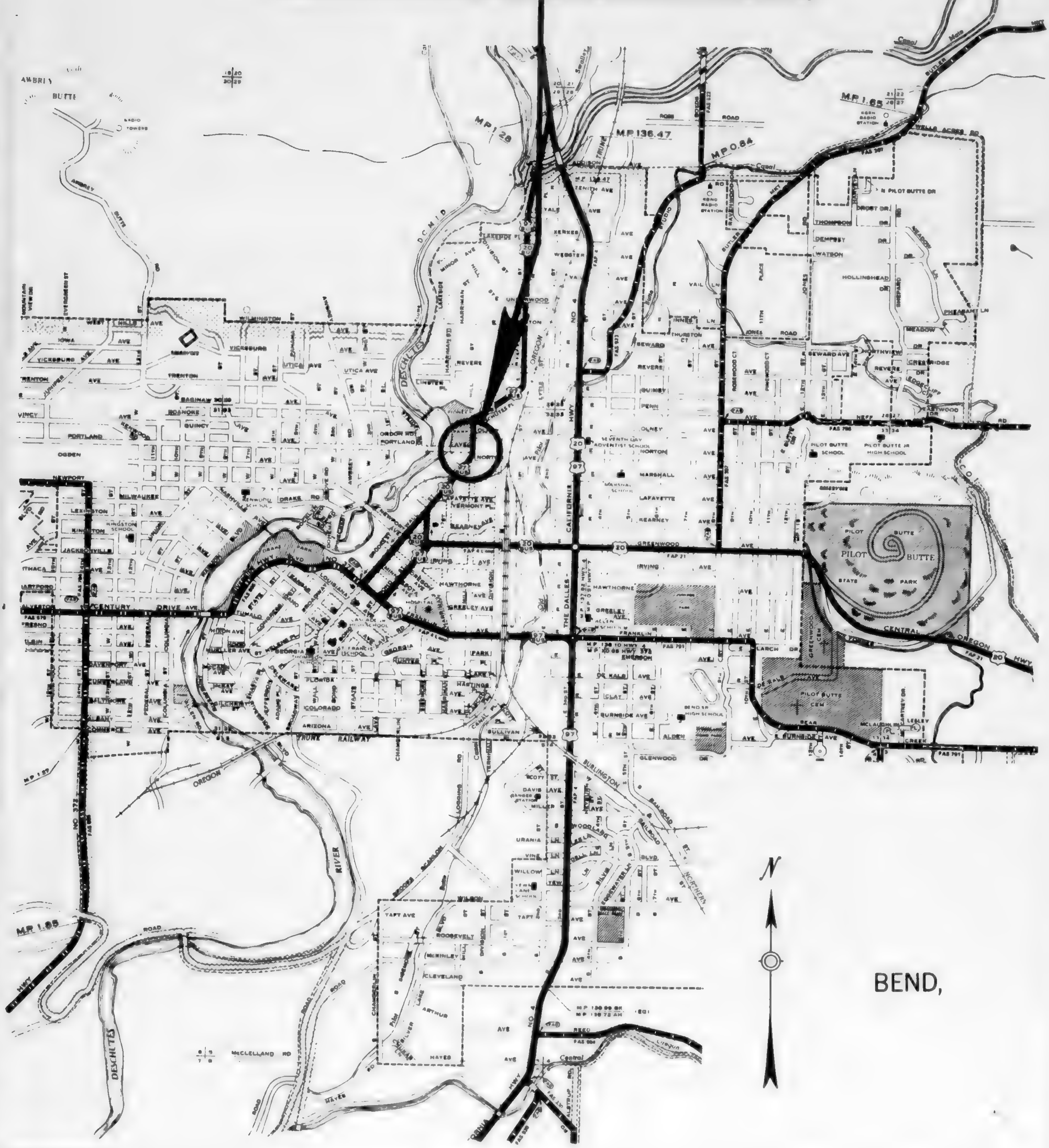
By Richard E. Gervais, Mayor

By Julia S Johnson
~~Commissioner~~
Recorder-Treasurer

By
~~Commissioner~~

cc: L. H. Young
Attn: Duane Ridings

PROPOSED TOPICS PROJECT



BEND,

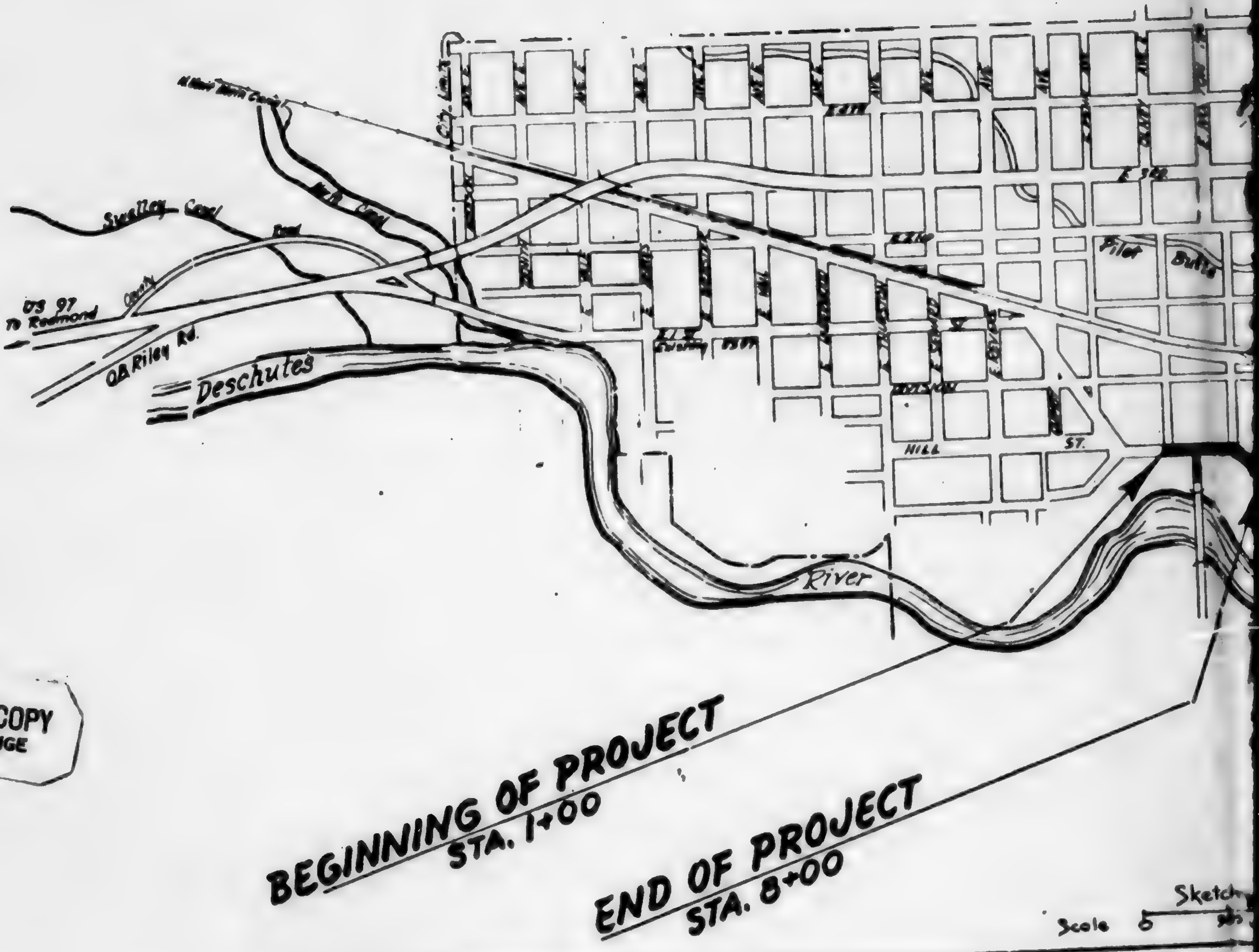
7707

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Section
3	Plan
3A	Profile

STATE OF OF
STATE HIGHWAY
PLANS FOR PROPOS

HILL ST AT PORTLAND
CITY STRE
DESCHUTES



PRELIMINARY COPY
SUBJECT TO CHANGE

7.

HILL ST. AT PORTLAND AVE (BEND) SEC. CITY STREET DESCHUTES COUNTY					SHEET No. 1
FED. ROAD DIV. NO.		STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10		OREGON			See Index

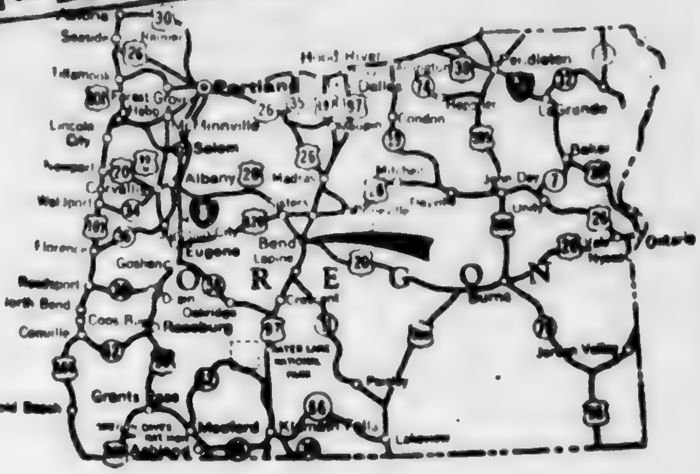
OF OREGON
VAY DIVISION
ROPOSED PROJECT

PRELIMINARY COPY
JAN 26 1972
SUBJECT TO CHANGE

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION
FEB 11 1972
☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

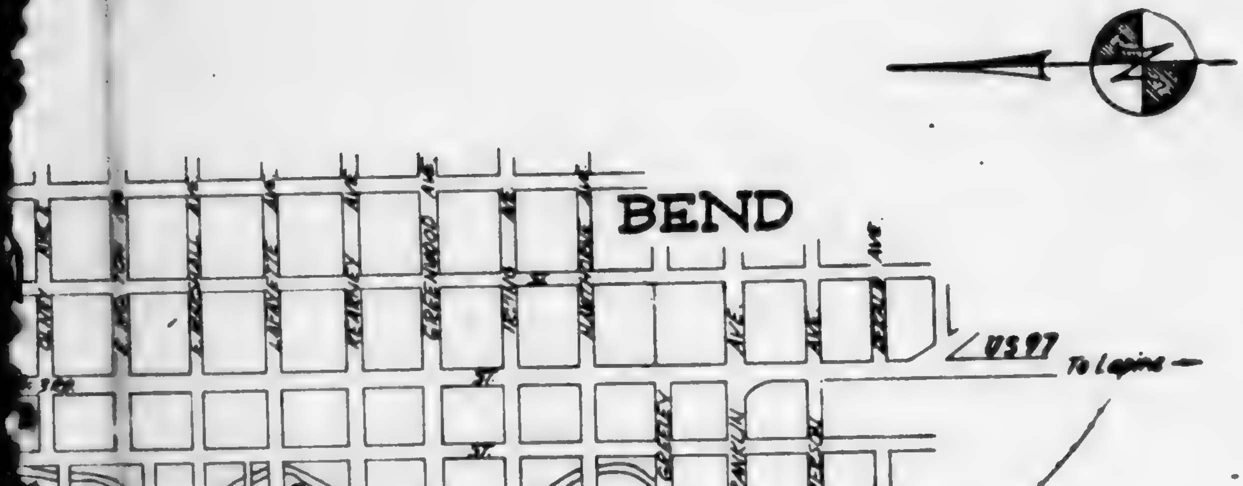
ND AVE. (BEND) SECTION
STREET
UTES COUNTY



APPROVED
CITY OF Bend

By John H. Eaton
City Eng.

DATE Feb. 10, 1972



STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DIVISION ENGINEER DATE

RECEIVED
1-1972

FOR FILING

7767

January 31, 1972

hearing not req

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

Location/Design Approval
Hill St. at Portland Ave.
(Bend) Section
Project T-5005(3)
City of Bend
Deschutes County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location is the existing intersection of Hill Street at Portland Avenue.

b. The design consists of widening and channelization of both streets, at the intersection, to provide left-turn refuges.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

a. 1 copy Study Report (County and City Section memorandum of January 19, 1972.)

b. 1 copy City of Bend "TOPICS Project Request" dated December, 1970.

The Highway Division, having considered all of the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

Public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State Clearinghouse review and comment under working agreement dated April 28, 1970.

Clearinghouse and environmental requirements for the proposed project were waived by FHWA under memorandum dated July 16, 1971.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the P S & E phase of preliminary engineering for final plan preparation, etc., as programmed under the subject Project T-5005(3).

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

Enclosures

cc: F. B. Klaboe
L. H. Young
Frank Hall
H. S. Cox
R. N. Chase
B. L. Gifford

JG:alc

#9707

BULLETIN January 27, 1972

Bend, Oregon 97701

Attn: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Bend, Deschutes County, Oregon, relative to State's proposed plans for revisions of traffic within the city of Bend. The proposal is approximately as shown on the map attached.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Monday, January 31, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. J. F. Putnam, Region Engineer in Bend, 382-1911.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:ljt
Att: Notice and Map

cc: City of Bend
Federal Highway Administration
Programming Section
Planning Section
Accounting: 5107-608-04
County and City Section
Public Affairs
J. F. Putnam, Region Engineer

George M. Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
Victor Wolfe
F. L. Hall
R. N. Chase
L. E. George

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the city of Bend has requested the Oregon State Highway Division to seek the Federal Highway Administration's location-design approval for traffic control revisions at the intersection of Hill Street and Portland Avenue, within the city of Bend, Deschutes County, Oregon.

The proposal consists of widening and channelization of the intersection to provide left-turn refuges.

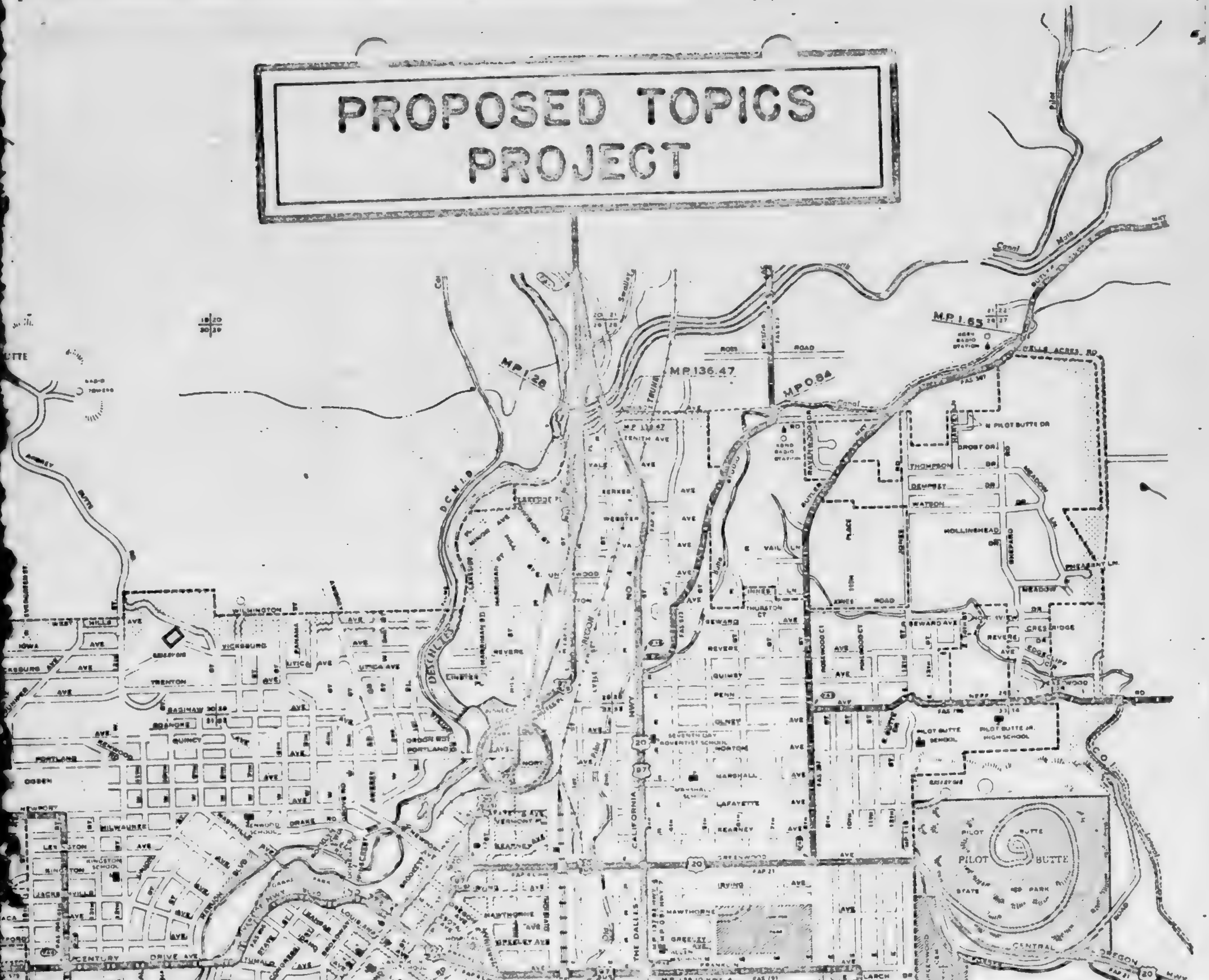
Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested persons desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * *

DNH:ljt
1/27/72

BULLETIN, Bend


PROPOSED TOPICS
PROJECT
BEND,
N
PILOT BUTTE
PILOT BUTTE STATE PARK
PILOT BUTTE CEM
PILOT BUTTE SCHOOL
PILOT BUTTE JR. HIGH SCHOOL
BEND SR HIGH SCHOOL
KENWOOD SCHOOL
SEVENTH DAY ADVENTIST SCHOOL
DESCHUTES
RIVER
M.P. 1.65
M.P. 1.28
M.P. 136.47
M.P. 0.84
MCCLELLAND RD
CENTRAL
OREGON HWY
THE DALLES-CALIFORNIA HWY
OREGON TRUNK RAILWAY
BURLINGTON NORTHERN RAILROAD
GREENWOOD AVE
DRIVE AVE
Canal
MILWAUKEE
PORTLAND
QUINCY
SAGINAW
TRENTON
VICKSBURG
WILMINGTON
IOWA
FRANKLIN
IRVING
HAWTHORNE
GREELEY AVE
EMERSON
BURNSIDE AVE
ALDEN
GLENWOOD DR
ROSS ROAD
THOMPSON
DEMPSEY
WATSON
HOLLINSHEAD
SEWARD AVE
REVERE
PENN
OLNEY
MARSHALL
LAFAYETTE
KEARNEY
TAFT AVE
ROOSEVELT
MCKINLEY
CLEVELAND
HAYES
WILLOW
URANIA
SCOTT ST

Hill St. at Portland (Bend) Sec.
City Street

RECEIVED
COUNTY & CITY SECTION
JAN 27 1972
☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☐ UE
☑ OPE ☑ CE ☑ RE ☑ RPE ☐
BEND

T

Tape 1b - 7

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Temporary Protective and Directional Measures for Traffic - Temporary protective and directional measures for traffic shall be provided in conformance with subsection 107.27 of the Standard Specifications supplemented and/or modified as follows:

1. In cases where the necessity for flagmen is of an intermittent nature of four hours or less in duration, the contractor may use employees in crafts other than flagmen that are immediately available at the site of the work, in which cases the wage rates on which the State will participate will be the rate established for the particular craft of the employee used as a flagman.

Tape 1b - 8

2. Minimum requirements which must be met by the contractor in the handling of traffic through the various stages of the work include but are not necessarily limited to the following:

a. The contractor shall install at each end of the project, facing incoming traffic, one each of Contractors Identification sign, W-700-48 with amber flasher and W-1100-48 signs spaced approximately 250 ft. apart with the W-1100-48 sign nearest the project work area. He shall also install at each end of the project, facing out-going traffic, one D-429-24 sign.

In addition the contractor shall install on Portland Ave. one each of W-700-48 and W-1100-48 signs, facing incoming traffic, spaced approximately 250 ft. apart and facing out-going traffic one D-429-24 sign; on Olney and Norton Aves. one W-700-30 approximately 175 ft. in advance of their intersection with Hill St.

b. All appropriate existing guide and traffic control signs shall remain in operation throughout the duration of the project or until the installation of new permanent signs.

c ~~d~~. Unless otherwise indicated on the plans, all temporary signs shall be Type "O" signs, composed of orange reflectorized sheeting background on sheet aluminum or plywood with nonreflectorized black legend.

Orange reflectorized sheeting shall conform to the requirements of subsection 761.13 supplemented and/or modified as follows:

Add the following to the minimum brightness value table:

	ORANGE		
Divergence Angle	0.2	0.5	1.5
Angle of Incidence -4	25	13.5	1.5
Angle of Incidence 40	1.0	0.8	0.1

Delete the requirements of subsection 761.13(b) and substitute the following:

Acceptability of the diffuse day color of the reflective sheeting will be determined by the engineer by visual comparison to standard color chips.

All signs shall be mounted at 7'0" ± 3" above the edge of pavement unless otherwise permitted by the engineer in writing. Signs mounted at pavement level as permitted by the engineer shall not be in place longer than 48 hours and shall be provided with orange-colored high level flags.

All signs shall be covered or removed when not in use. The contractor's attention is called to the fact that he may be required to cover and uncover the oversize advance construction signs and turn off or on the amber flashers attached to the signs during the progress of work under this project.

d. ~~e~~. Posts will not be required to be set in the ground. Portable supports shall be adequate to prevent blow-down.

e. ~~f~~. Amber flashers shall be of a type and size to be visible from ~~1300~~ 800 ft. during daylight hours when in operation.

~~g. Barricades shall be installed parallel to the edge of pavement or travel way unless indicated otherwise on the plans. The barricades indicated as "Lighted" shall be illuminated with 25 watt, non-flashing, amber lights on 25 ft. centers. The barricades indicated as "Reflectorized" shall have yellow reflectors, approximately 3" in diameter, bracket mounted to the top of the barricade posts on 12.5 ft. centers. The reflectors shall conform to subsection 711.03 of the Standard Specifications. Lengths of barricade shown on the plans are approximate and should be field verified.~~

Tape 1b - 8 contd.

Where portable barricades are used they shall be in units. Each unit shall be comprised of the following:

(1) Untreated Douglas fir timber conforming to the current grading rules of the West Coast Lumber Inspection Bureau Grading Rules or Western Wood Products Grading Rules as follows:

Size	Grading Rule Paragraph WCLIB	WWPA
4"x4"	122-b	40.11
2"x6"	123-b	62.11
1"x8"	118-b	30.11

(2) Galvanized hardware fittings conforming to subsection 710.08.

(3) Angle iron and strap iron conforming to AASHO M 183 (ASTM A 36) and galvanized in conformance with AASHO M 111 (ASTM A 123).

(4) Silver reflectorized sheeting conforming to subsection 761.13 and orange reflectorized sheeting conforming to the same requirements as for Type "O" signs described above.

f, h. Reflectorized guide posts (Y-1) shall be installed on approximate 50 foot centers at all locations where there is a hazardous vertical drop-off at the edge of the travel way and/or where construction work affects a ready definition of the edges of the usable travel way. Reflectors shall meet the requirements set forth in Section 711.03 of the Standard Specifications.

Tape 1b - 8 contd.

g. Traffic cones shall be placed on 30 ft. centers at any locations having a vertical drop-off between the travel way and work area.

The traffic cones shall be 40 inches high; have a cylindrical orange-colored post approximately 4 inches in diameter with two amber (yellow) reflectors approximately 3 inches in diameter, a square or rectangular base and shall weigh a minimum of 12 pounds.

If blow-over is experienced additional weight shall be placed on the base.

h. ~~j~~. At the end of paving on ~~two~~ four-lane, two-way roads where a definite change of roadway elevation occurs, the contractor shall place one W-401-48 sign 400 ft. before the drop-off occurs. ~~In sections where one lane of a two-lane, two-way road has a vertical drop between directions of travel, the contractor shall place one W-718-48 sign facing each direction of traffic at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed facing each direction of traffic at mid-intervals of the W-718-48 signs.~~

~~k. At the end of paving on multi-lane, one-way roads where a definite change of roadway elevation occurs, the contractor shall place two W-401-48 signs (one on each side of road) 400 feet before drop-off occurs. In sections where one lane of a multi-lane, one-way road is being paved leaving a vertical drop-off to the adjacent lane or shoulder, one W-718-48 sign shall be installed on each side of the road at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed on the right-hand side of the road at mid-intervals of the W-718-48 signs.~~

i. Signs shall not be placed on the travel way.

$2,960.00

21686 # S-1

MEMO TO FILES

January 25, 1972

Re: Footpaths and Bike Trails
TOPICS Project T-5005(3)
Hill Street @ Portland Avenue
City of Bend

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

Both streets involved have existing sidewalks.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
☑ ENGR. ☑ COOR. ☑ UE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

RECEIVED
[illegible]

FOR FILING

7707

January 24, 1972

City of Bend
City Hall
Bend, Oregon 97701

Attention: Mrs. Julia Johnson
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4417

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on Hill Street at Portland Avenue in the City of Bend.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc H. S. Cox (agreement attached)

RECEIVED
COUNTY & CITY SECTION
FEB - 3 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECEIVED
FEB 3 1972
PROGRAM & PLANNING
DIVISION

January 20, 1972
(date)

Hon. John G. Stenkamp
The Mayor
City Hall
Bend, Oregon 97701

Attention: Mrs. Julia Johnson, City Recorder

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Hill Street TOPICS

Section Hill Street @ Portland Avenue: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

February 1, 1972
(date)

By Richard E. Gewrie, Mayor

By Julia S Johnson
~~Commissioner~~ Recorder-Treasurer

By
~~Commissioner~~

NOTED
R N CHASE

cc: L. H. Young
Attn: Duane Ridings

CITY of BEND

P. O. BOX 431
PHONE 382-4211
BEND, OREGON 97701

January 19, 1972

RECEIVED
COUNTY & CITY SECTION
JAN 20 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ✓
☐ UPE ☑ CE ☐ RE ☐ APE ☐

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Subject: TOPICS Project T-5005(3)
Hill Street @ Portland Avenue

Attention: Mr. Richard Bladorn, Urban Program Engineer

Gentlemen:

In reply to a call the City of Bend received yesterday with regard to the agreement for the above identified project, we found that the copies, for some reason, had been put aside and never forwarded to you.

We are enclosing a copy of our Resolution No. 1091 which was passed on the 21st day of April, 1971 with regard to this project. In ~~August~~ July of 1971, the City Commission at a regular meeting, by motion, agreed to proceed with this project as amended. I trust these papers are sufficient to get this project under way.

If there is anymore information you need, please get in touch with us so that we won't be responsible for any further delay in this important improvement.

Very truly yours,

Julia S. Johnson

Julia S. Johnson
Recorder-Treasurer

JSJ:at
Encl.

Regular Meeting
Bend City Commission
July 7, 1971

A regular meeting of the Bend City Commission was held at 7:30 p.m., July 7, 1971 in the City Hall with Mayor Moody presiding. Upon roll call, the following Commissioners were present: Robert Bristol, John Stenkamp, Rod Smith and Mayor Moody.

The minutes of the meeting of June 16, 1971 were upon motion unanimously approved as submitted.

PUBLIC HEARING:

A public hearing had been announced on the request to vacate the alley in Block 33 of Riverside Addition. No one was present to discuss this matter with the City Commission and the public hearing was closed.

VISITORS:

Roger Thompson, representing the Jr. Chamber of Commerce, requested permission to use Troy field for a carnival on July 13 through 18, 1971. He explained the proceeds from the carnival provide the J. C.'s with funds with which to operate throughout the year. He also requested that the City waive the regular permit fee for carnivals. He was asked about possible damage to the grass at this location and was told that Blake Brothers would be responsible to them for repairing any damage that might occur. Mr. Thompson also told the City Commission that his group has received permission from the school authorities to use this property. Assistant Police Chief Arney was present and was asked if the police would have any objection to this location, and Mr. Arney said none that he could foresee. (Commissioner Waller came in to the meeting at this time.) Commissioner Bristol made a motion that the J. C.'s be granted their request to hold the carnival on Troy field on July 13 through 18, 1971 and that the customary fee be reduced to $1.00 per day. This motion was seconded and unanimously approved.

Mr. Bob Harrison appeared before the Commission representing Brooks Resources and he explained a proposed development in the West Hills area which he described as a planned development concept having 42 building sites from one acre in size to four acres. He told the Commission that Bob Coats had an agreement with the City to hook on to the 10" main that was stubbed at the end of College Way. In discussing this matter with Mr. Puddy and Mr. Metke, they felt they should come to the City Commission to describe the development since it appears the water situation is becoming critical for Bend and he felt that any further development making demands on the water system should be studied carefully so that the City could obtain more water and make plans for the future. He felt that in 10 or 15 years the future development on the far side of Awbrey Butte could be a significant development which needs to be analyzed. He said Brooks Resources is primarily concerned at the present time with the 42 or 45 sites it has platted. He also said some time in the late winter or early spring, these will be developed and this should give time to plan and consider the problems it might represent. Mr. Harrison asked the City Commission to study this problem with Brooks Resources in the meantime.

Mayor Moody mentioned the fact that two of the Commissioners are out of town at this time and this is the vacation season and he told Mr. Harrison that as soon as the Commissioners could all get together again, they could discuss this with Brooks Resources.

Oscar Murray appeared before the Commission reciting events which he felt made it necessary for him to appear before the Commission concerning extension of a water main and a request for a hydrant by Bend Industrial Development Corp. Mr. Murray told the Commission he had received a price from the Water Dept. on the existing water line to run it from its present location out toward the Thunderbird Motel which price included a hydrant at this location. He said about a year ago, he received a new price from the City and it had increased a little. Based on this information from the City, Mr. Murray told the Commission BID had signed an agreement and Thunderbird had put up $12,000 to put the water line out there. Mr. Murray told the Commission that they did not know the City operate throughout the year. He also requested that the City waive the regular permit fee for carnivals. He was asked about possible damage to the grass at this location and was told that Blake Brothers would be responsible to them for repairing any damage that might occur. Mr. Thompson also told the City Commission that his group has received permission from the school authorities to use this property. Assistant Police Chief Arney was present and was asked if the police would have any objection to this location, and Mr. Arney said none that he could foresee. (Commissioner Waller came in to the meeting at this time.) Commissioner Bristol made a motion that the J. C.'s be granted their request to hold the carnival on Troy field on July 13 through 18, 1971 and that the customary fee be reduced to $1.00 per day. This motion was seconded and unanimously approved.

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An ordinance vacating the alley in Block 33, Riverside Addition was read for the first time.

An ordinance requesting Deschutes County to levy the tax provided in House Bill 1979 as adopted by the Oregon Legislature was read for the first time.

An ordinance repealing Ordinance No. NS-608 which regulates tree-planting was read for the first time.

An ordinance changing the zone from R-1 to C-2 of Lot 13 in Block 21 of Center Addition was read for the first time.

An ordinance annexing Fox Addition No. 2 was read for the second time and placed upon its passage with the following vote recorded: YES 5 No 0.

An ordinance changing the zone from M-1 light industrial to C-2 limited commercial of Lots 14 through 16 and the east portions of Lots 1 through 3 in Block 33, Riverside Addition was read for the second time and placed upon its passage with the following vote recorded: YES 5 NO 0.

An ordinance providing for disposition of unclaimed personal property was read for the second time and placed upon its passage with a following vote recorded: YES 5 NO 0.

An ordinance providing for sewer use charges was read for the second time and placed upon its passage with a following vote recorded: YES 5 NO 0.

An ordinance amending Ord. No. 796 permitting theaters as a Conditional Use in the C-1, C-2 and C-3 zones was read for the second time and placed upon its passage with the following vote recorded: YES 4 NO 1, Commissioner Smith.

BILLS AGAINST THE CITY:

The bills against the City and Water Dept. were approved as audited. City checks No. 1993 to No. 2137 inclusive, amounting to $83,881.95 were authorized to be drawn. Water Dept. checks No. 2773 through 2817 inclusive, amounting to $24,597.71 were authorized to be drawn.

OFFICER'S REPORT:

The May report of the Police Dept. and the June report of the Fire Dept. were upon motion by Commissioner Stenkamp unanimously accepted as submitted.

MANAGER'S REPORT:

The City Manager asked if the Commission would want to set a special meeting to discuss water matters. He also mentioned to the Commission that the County is interested in utilizing a City housing authority or in the alternative, have their own housing authority for us to utilize. The County indicated they did not feel there is enough room for a housing authority in both the County and the City. He suggested perhaps Mr. Vern Weiss could come to Bend to discuss the formation of a housing authority.

The City Manager discussed the two proposals for a TOPICS project at Hill and Portland Ave. which has been submitted by the State and also the City Engineer with the State estimate being approximately $13,000 as opposed to the City Engineer's estimate of $4,500. Mr. Puddy put these two plans on the board and showed the difference. After discussion of this, motion was made by Commissioner Bristol that the City proceed with the amended plan submitted by the State. This motion was seconded and unanimously approved.

GOOD OF THE CITY:

Mayor Moody asked how the paving program is coming on, since he had been considering the street adjacent to Dr. Edward's veterinary clinic. He was told that until all of the projects had reached a legal date, we could not call for bids, but we will be doing so very soon.

RECEIVED
COUNTY

Commissioner Waller again reported his concern about the congestion on E. 3rd Street and he felt something was going to have to be done about getting some alternate route to take care of this matter.

The City Manager told the Commission he has not heard of any action by the State Highway Dept. to consider an alternate route at this time. The Commission was told however, that there does seem to be some action on the part of the State Highway Dept. to improve the highway between Bend and Redmond and it will probably be within the next few years.

Mrs. Betty Smith was again present at the City Commission to mention water problems, sewer problems and wondering what was being done by the Commission, if anything, and she was reminded by Commissioner Waller that she was at the last meeting and the City Manager had explained in detail what was being done about the problem of the sewer system for Bend and he felt that she apparently had not understood if she still had questions, because he felt it had been given to her in great detail. He also told her that if she would attend the meetings, she would see that the City is doing things as fast as it can and things are being accomplished. Mayor Moody also assured her that the City is studying these problems, because they are problems, and also previous Commissions have studied the problems. Mrs. Smith then replied that she is anxious to find out what is going on and Mayor Moody told her he was glad to have her come to the meetings and inform herself of our problems. Commissioner Waller then commented that Bend problems are not unique to Bend, he felt that other cities are having the same problems, or worse problems.

There being no further business before the Commission, the meeting was adjourned.

Respectfully submitted,

Julia S. Johnson

Julia S. Johnson
Recorder-Treasurer

SALEM, OREGON
September 20, 1971

Mr. F. L. Hall
Design Engineer

BUILDING

TOPICS Project T-5005(3)
Hill Street @ Portland Avenue
City of Bend

Attn: Mr. P. L. Carstensen

The survey data for the subject project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

August 13, 1971

Mr. Harold M Puddy
City Manager
City Hall
Bend, Oregon 97701

Re: TOPICS Project T-5005(3)
Hill Street @ Portland Avenue

Dear Mr. Puddy:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on August 4, 1971. One of our Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: J. F. Putnam

TRANSACTION NUMBER 8-27

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-4-71

BY (Signature): MR. YOUNG'S JULY 26, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1*: ITEM NOS. ____ THRU ____

STAGE 2: ITEM NOS. 42 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
42	T-5005(3)	0.10	16,000	10,130

8-4-71

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
PORTLAND AVE. AT HILL ST. (BEND)	PRELIMINARY ENGINEERING GRADE, DRAIN, HIGH TYPE PAVEMENT.

Young 8-10-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

NOTED
R. D. ASBURRY

E. R. [illegible]
8-10-71

RECOMMENDED

DATE: ____ SIGNATURE AND TITLE: ____

APPROVED

DATE: 8-4-71

SIGNATURE AND TITLE: for R. E. SIMPSON, DIVISION ENGINEER

---

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
JUL 26 1971

7707

July 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item 42, Project No. T-5005(3), "Portland Avenue and Hill Street (Bend)" which we desire to have included in the Federal-Aid TOPICS Highway Program.

This program for the project contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain locat location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State Clearinghouse review under working agreement dated April 28, 1970.

Clearinghouse and environmental requirements were waived, by FHWA memorandum dated July 16, 1971, for this project.

The project involves work on a Federal-aid Primary Highway and Type II Primary Highway. This is to certify that this project will have a priority which indicates the improvement, for maximum benefits should be accomplished at this time and as the Highway Division has obligated all available Primary Federal-aid funds, the project is programmed under the provisions of paragraph 8d of PPM 21-18 using TOPICS funds.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

RNC:dg

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	**FEDERAL-AID** (PP 7-26-71

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Portland Ave. and Hill St. in Bend 21 65	**ADT**	PRESENT 10,700	FUTURE 17,100 (68) (70)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* P.E., Gr. Dr. High-Type Pave. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AI (74)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME	
	NAME OF URBAN AREA 17-31 Bend	P ROUTE NO. T	FEDERAL 4 Loo

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		Intersection of Portland Ave. and Hill St. in the City of Bend	0.10	1,000	630
5					**ROW**					
5					**CONST** (CODE)			0.10	15,000	9,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.10	16,000	10,130
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

-26-71

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65		10,700	(66) 17,100 (70)	(71) 91 (72)	08	Oregon	35 (2) (3)	077 (4) (9)	42 (14) (16)

V AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
(69)	(70)	(71)	(72) (73)	(74) (75)	14 T- 23	7 5005	(3) 13	(24) (26) 27

COUNTY NAME Deschutes CODE 017 (14) (16)

PROGRAM STAGE ☐ 1 OR ☒ 2

P ROUTE NO. T FEDERAL-AID 4 Loop (32) STATE City St. (36) (37) U.S. 97 Bus (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
4) (58)	(59) (66)	(67) (76)			
0.10	1,000	630	185	185 (City)	P.E. all phases, Gr., Dr., High Type Pave. and curbs.
0.10	15,000	9,500	2,750	2,750 (City)	ROW: 60' min.; Access Control: none; Parking Restrictions: complete.
0.10	16,000	10,130	2,935	2,935 (City)	
	(16) (23)	(24) (33)			

REMARKS

For PR-37 Preliminary Engineering:

Field:	$600
PS&E Preparation:	$400

-over-

USCOMM DUSCOMM-DC 48905-P61

INTERSECTION OF PORTLAND AVE. AND HILL STREET (BEND)
PROJECT T-5005(3)

Existing Facilities:

Portland Avenue:	36' curb to curb; sidewalks on both sides.
Hill Street:	24' pavement; no curbs.

Project Data:

Portland Avenue:	Grade, drain, high-type pavement with curbs and replace 5' sidewalks on south side to provide 48' traveling between curbs for improved channelization of intersection for turning and thru movements.
Hill Street:	Grade, drain, high-type pavement with curbs to provide 33' travelway between curbs for improved channelization for turning movements.

Additional Right of Way: None required

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: none involved.

Public hearing not required under the provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement waived by FHWA (Division) memorandum of July 16, 1971.

This project exempt from State Clearinghouse review under working agreement of April 28, 1970.

District Clearinghouse approval requirement waived by FHWA (Division) memorandum of July 16, 1971.

The Highway Division does not, at this time, have the legal authority to control the use by Utilities of the right-of-way for this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 30% of project on Primary Type II System.
70% of project on Primary System.

Form E-30

T.

EGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVE

Section Hill Street at Portland Ave. (Bend)
Date July 22, 1971
Highway (FAP 4 Loop) & FAP Type II)
Authorization No. 1
County Deschutes Region 4
Survey Prefix 9 - 0603 (Assigned by Salem office)

Description of termini, route, length, etc.:

Intersection of Hill Street and Portland Ave.

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☑ UPE ☑ CE ☒ RE ☐ RPE ☐

Purpose of survey:

Prepare plans, specifications and estimate for widening and channelization of the intersection.

TOPICS project

T-5005 (3)

Estimate of cost:

Field Survey	(901)	~~$950.00~~	500.
Final Design	(905)		200.
Traffic	(911)		750.
Utility	(914)		50.
Specifications	(921)		100.

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,600.00
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
R. H. Clark R. H. Clark
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
F. L. Hall
Design Construction Engineer

Approved:
Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. 8-11-71
FED. - AID T STATE BEN GIFFORD

TRANSACTION NUMBER 8-27

T.

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 8-4-71

BY (Signature): Mr. Young's July 26, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 42 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
42	T-5005(3)	0.10	16,000	10,130	Portland Ave. at Hill St. (Bend)	Preliminary Engineering Grade, Drain, High Type Pavement.

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☑ OPE ☑ CE ☑ RE ☐ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering necessary to obtain location/design approval.

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 8-4-71
SIGNATURE AND TITLE: R. E. Simpson, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-934

MONTHLY TRANSACTION NO. 8-27

DATE SUBMITTED TO W.O. AUG 4 1971

FORM PR-1
(REV. 4-61)

FEDERAL-A

7-26-71

CARD 2 — REPORT NUMBER (19)–(20): 1

PROJECT LOCATION (45 typewriter spaces) 21–65: Portland Ave. and Hill St. in Bend

ADT — PRESENT: 10,700 — FUTURE (66)–(70): 17,100

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62: P.E., Gr. Dr. High-Type Pave.

NATL. FOREST (63)–(65):

FH ROUTE NO. (66)–(68):

SUPV AGCY (69):

DA CLASSIF. (70):

DA AREA (71):

EMERG. YR. (72)–(73): 6-4

PL (74)

CARD — CLASS OF FEDERAL FUNDS: TOPICS

COUNTY NAME

NAME OF URBAN AREA 17-31: Bend

P ROUTE NO. T

FEDERA 4 Lo

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	FEDERAL FUND
1	(14-15)	(18	41	42	43–46	53		(54)–(56)	(59)–(66)	(67)
5	10			1	**PE**	3	Intersection of Portland Ave. and Hill St. in the City of Bend	0.10	1,000	630
5					**ROW**					
5	30			3	**CONST** (CODE) 6201	3		0.10	15,000	9,500

CARD	CODE	PREPARED BY			PROJECT TOTALS	0.10	16,000	10,130
1	1					(16)	(23)	(24)
1	14	PROGRAM APPROVAL DATES						

AUG 4 1971
FHWA OREGON DIVISION

T.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

7-26-71

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65		10,700 (66)	17,100 (70)	91 (71) (72)	08	Oregon	35 (2) (3)	077 (4) (9)	42 (14) (16)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
(69)	(70)	(71)	(72) B-4 (73)	(74) (75)	14 T- 23	7 5005	(3) 13	(24) (26) 27

COUNTY NAME	CODE	PROGRAM STAGE
Deschutes	017 (14) (16)	☐ 1 OR ☒ 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P T	4 Loop	(32) City St. (36)	(37) 97 Bus (41)

MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (55)	(59) (66)	(67) (76)			
0.10	1,000	630	185	185 (City)	P.E. all phases, Gr., Dr., High Type Pave. and curbs.
0.10	15,000	9,500	2,750	2,750 (City)	ROW: 60' min.; Access Control: none; Parking Restrictions: complete.
0.10	16,000	10,130	2,935	2,935 (City)	
	(16) (23)	(24) (33)			

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REMARKS

For PR-37 Preliminary Engineering:

Field:	$600
PS&E Preparation:	$400

-over-

USCOMM DUSCOMM-DC 48905-P61

INTERSECTION OF PORTLAND AVE. AND HILL STREET (BEND)
PROJECT T-5005(3)

Existing Facilities:
Portland Avenue: 36' curb to curb; sidewalks on both sides.
Hill Street: 24' pavement; no curbs.

Project Data:
Portland Avenue: Grade, drain, high-type pavement with curbs and replace 5' sidewalks on south side to provide 48' traveling between curbs for improved channelization of intersection for turning and thru movements.
Hill Street: Grade, drain, high-type pavement with curbs to provide 33' travelway between curbs for improved channelization for turning movements.

Additional Right of Way: None required

System Action, Railroads, Airports, Water Development, Historical and Recreational Areas: none involved.

Public hearing not required under the provisions of paragraph 6c of PPM 20-8.

Environmental Impact Statement waived by FHWA (Division) memorandum of July 16, 1971.

This project exempt from State Clearinghouse review under working agreement of April 28, 1970.

District Clearinghouse approval requirement waived by FHWA (Division) memorandum of July 16, 1971.

The Highway Division does not, at this time, have the legal authority to control the use by Utilities of the right-of-way for this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 30% of project on Primary Type II System.
70% of project on Primary System.

☑ ENGR. ☑ COOR. ☑ CE ☑ TE ☑ UE
☑ PPE ☑ DE R ☐ RE ☑ APE ☐

SALEM, OREGON
July 21, 1971

Mr. L. H. Young
Program and Planning Engineer
BUILDING

TOPICS Project Programming
Hill Street @ Portland Avenue
City of Bend

Attn: Mr. R. N. Chase

Attached is programming information for the subject project.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: **July 21, 1971**

CITY: **BEND**

SECTION: **Hill Street @ Portland Avenue**

PROPOSED WORK: **Widening and channelization**

COSTS:

	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	**15,000**	**9,000**	**3,000**	**3,000**	
P.E.	**1,000**	**600**	**200**	**200**	
		FIELD **600**		P.S.& E. Preparation **400**	

EXISTING FACILITIES:

Portland Avenue: 36' curb to curb, sidewalks on both sides.
Hill Street: 24' pavement, no curbs.

PROJECT DATA:

Widen and channelize intersection to provide turn refuges. Relocate existing sidewalk on south side of Portland Avenue.

ENVIRONMENTAL STATEMENT: **Waived by FHWA July 16, 1971.**
PROJECT NO.: **T-5005( )**
ADDITIONAL RIGHT OF WAY: **None**
SYSTEM ACTION: **Type II System approved by FHWA December 1, 1970.**
RAILROADS: **None**
AIRPORTS: **None**
WATER DEVELOPMENTS: **None**
HISTORICAL & RECREATION AREAS: **Adjacent to Pioneer Park.**
RELOCATION ASSISTANCE PAYMENTS: **None**
ROUTE DATA: **FAP 4 (Loop) Hill Street**
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 10 CLEARINGHOUSE APPROVAL: **Waived by FHWA July 16, 1971.**
HEARING: **None**
ACCESS CONTROL: **None**
PARKING RESTRICTIONS: **Prohibited in approach and intersection area.**

ADT: **10,700**

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

7/6/71

T.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 16, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5005(-) TOPICS
Hill St. at Portland Avenue (Bend)

Mr. Bladorn's July 9 letter requested waiver of clearinghouse and environmental statement requirements for the subject project under Section 3f(1) and (3) of PPM 21-18.

We concur that the environmental impact of this project will be negligible and therefore we approve the waiver of the clearinghouse and environmental statement requirements.

7-20-71

REFERRED TO
Cof

TOM EDWARDS

RECEIVED
COUNTY & CITY SECTION
JUL 21 1971
☑ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

7-22-71
CC: CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ U
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

July 9, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97308

Re: TOPICS Project T-5005( )
Hill Street & Portland Avenue Section
City of Bend

Dear Mr. Simpson:

Waiver of clearinghouse and environmental statement requirements for the subject project is requested as provided for by Section 3f(1) and (3) of PPM 21-18 dated May 13, 1971.

This project involves minor intersection widening and channelization to allow for turn refuges. All work will be accomplished within the existing right-of-way. There will be no change in access but parking will be prohibited in the approach and intersection areas. No trees are involved in the project.

There are presently a large number of turning movements at this "T" type intersection causing many delays and accident hazards. Portland Avenue is the main access route to a large residential area and is a major access route to Central Oregon Community College.

This project is expected to produce a safer and smoother flow of traffic through the intersection.

The project is not of significant magnitude to affect the decisions of the clearinghouse agency and will not result in the alteration of land use or traffic flow patterns. Due to the limited nature of the project, its social, economic and environmental impact on the area will be negligible.

Very truly yours,

R. L. Porter
State Highway Engineer

By Richard Bladow

for H. S. Cox
County and City Engineer

RB:lat
cc: R. L. Porter
F. B. Klaboe
L. H. Young

June 22, 1971

Mr. Harold M. Puddy
City Manager
City Hall
Bend, Oregon 97701

Dear Mr. Puddy:

The State Highway Commission today approved your request for a TOPICS project on Hill Street at Portland Avenue.

Attached for your information is a summary of this project.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer

RHB:lat
Att.
bc F. B. Crandall
J. F. Putnam

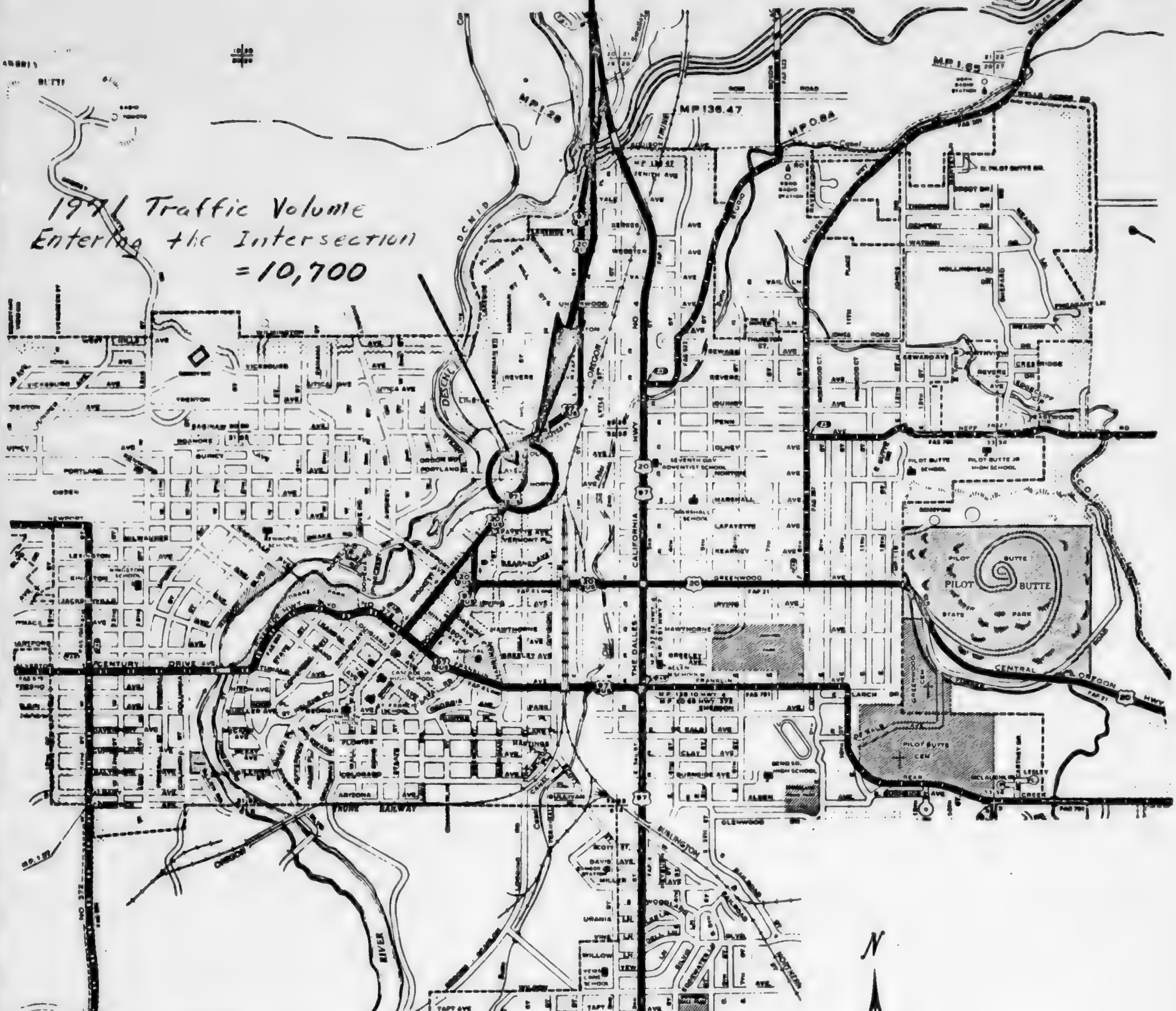
CITY OF BEND
Proposed TOPICS Project

Hill Street (FAP 4 Loop) @ Portland Avenue (FAP Type II) (Bend) Section. Widening and channelization, $16,000.

Widen and channelize the intersection of Hill Street and Portland Avenue to provide turn refuges.

A public hearing will not be required.

PROPOSED TOPICS PROJECT



1971 Traffic Volume Entering the Intersection = 10,700

☑ ☑ ☑ ☒ ☑
☑ ☑ ☐ ☐ ☐

TOPS

Salem, Oregon
June 22, 1971

Mr. J. F. Putnam
Region 4 Engineer
BEND

Approved TOPICS Projects
(1) Hill St @ Portland Ave (Bend) Section
(2) Areawide TOPICS Plan (Klamath Falls)
(3) Shasta Way, Main St, & Oregon Ave (Klamath Falls) Section
(4) 4th St & Kelly St (The Dalles) Section

Herewith are summaries of TOPICS projects in Bend, Klamath Falls, and The Dalles which were approved by the Highway Commission on June 22, 1971.

Please initiate an "Authority for Survey" for each of these projects except the Areawide TOPICS Plan in Klamath Falls.

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
Att.

cc:	F. L. Hall (2)	(w/att.)
	F. B. Crandall	"
	I. D. Merchant	"
	D. H. Moehring	"
	F. D. Morgan	"
	V. A. Boyd	"
	B. L. Gifford	"
	John Hanks	"
	T. W. Litchfield	"
	J. R. Schultz (FHWA)	"

☑ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

June 14, 1971

Mr. Harold M. Puddy
City Manager
City Hall
Bend, Oregon 97701

Dear Mr. Puddy:

The request submitted by the City of Bend for a TOPICS project on Hill Street at Portland Avenue will be submitted to the Highway Commission for approval at the June 22, 1971 meeting. The estimated cost of this project is $16,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

T

1859

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 2, 1971

Mr. Hal Puddy
City Manager
City Hall
Bend, Oregon 97701

Dear Mr. Puddy:

Enclosed are two partially completed TOPICS Project request forms. One of the forms is for proposed channelization at the intersection of Hill Street and Portland Avenue, and the other form is for the proposed widening of Franklin Avenue to provide left-turn refuges at Lava Street. The portions of the two forms which are not completed are listed as follows:

Page 1 - Date
Page 7 - Items 7,8,& 9 regarding utilities and irrigating facilities
Page 8 - Section VI, Item 3, Date match money is available
Page 9 - Last part of page regarding City approval

You will probably want to review the TOPICS Project request forms to see that they are correct and that the information meets with your approval. After completed, the TOPICS Project request forms may be submitted to H.S. Cox, County & City Engineer, Oregon State Highway Bldg., Salem, Oregon, and the necessary steps to get the proposed projects approved will be initiated. It is desirable to have the project requests returned at your earliest convenience.

If you have any questions regarding the enclosed forms, please feel free to advise us.

Very truly yours,

F. B. Klaboe
Asst. State Highway Engineer

By

L. E. George
Operations Engineer

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COUNTY & CITY SECTION
JUN 3 - 1971
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

DH:pb

bc: J. F. Putnam ✓
H. S. Cox ✓

Can access be closed on
Hill To City shops

or Barricade Portland Ave. Access

Stop Sidewalk & curb on Portland Ave
at 260 ±

East side of app. to City Shops

TOPS

CITY of BEND

P. O. BOX 431
PHONE 382-4211
BEND, OREGON 97701

May 11, 1971

Mr. Dick Unrein,
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Unrein:

request

We are enclosing TOPICS agreement for channelization of traffic at Portland Avenue and Hill Street in Bend.

Very truly,

Julia S. Johnson
Julia S. Johnson,
Recorder-Treasurer.

j
encl.

RECEIVED
COUNTY & CITY SECTION
MAY 1[illegible] 1971
☑ ENGR. ☐ SOOR. ☐ SE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 1091

THE CITY COMMISSION DOES RESOLVE AS FOLLOWS:

The Mayor and City Recorder-Treasurer are authorized to execute on behalf of the City of Bend that TOPICS Agreement dated April 21, 1971, in connection with the HILL STREET - PORTLAND AVENUE INTERSECTION project.

Read and placed upon its passage the 21st day of April, 1971.

YEAS: 6 NAYS: 0

MAYOR

ATTEST:

Julia S. Johnson

Recorder-Treasurer

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COUNTY & CITY SECTION
MAY 1 [illegible] 1971

TOPICS PROJECT REQUEST

Date 12- '70

Name of City Bend

Major Street Name Hill St. - Hwys # 20 & 97 Business

Section Name Business Sec. of above Highways named Hill St. at Portland Ave. Intersection

Location of Project (Attach sketch map) Length 300'± Total

On Which System? Primary I ______ Primary II 150'± or Secondary 150'±

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? yes Date PLAN approved: Dec. 2, 1970; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months?______ (If the latter, please attach documentation and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes

Explain Hill St. is designated as business access for Highways # 20 & # 97.

Describe Project Widening & Channelization of the intersection

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Location: ______

2. Type: a. Traffic Control ______
    - (1) Pretimed ______
    - (2) Traffic-actuated ______
        - (a.) Full traffic-actuated ______
        - (b.) Semi-traffic-actuated ______
        - (c.) Volume density-actuated ______
        - (d.) Pedestrian actuated ______

Footnotes:

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COUNTY & CITY SECTION

T-1-69

b. Flashing Beacon ______
c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ______

If so, by cable or leased telephone line? ______

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: ______

8. Other Remarks: ______

II. ILLUMINATION DATA: (Eligible only when included as a priority project in approved TOPICS PLAN)

1. Location: ______

2. Type:
a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ____________________
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Hill St. and Portland Ave. Intersection.

2. Desired Work: Widening & Channelization of both streets at the approaches to the intersection.

3. Typical Section: Portland - 48 ft. min. Hill St. 33 ft. Min.

4. Curbs? yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) City Standard
   - b. Exposure 6 Inches inches
   - c. Width between curbs 48ft - 33' ft.
   - d. Desired curb radius 15' Min ft.

5. Surfacing: A.C. yes P.C.C. ______ Oil ______ Other ______

6. Present Typical Section and Surfacing: Portland - 36' A.C. With Curb & Sidewalk. Hill St. 24 ft. A.C. No curb

7. Traffic Control Signing:
   - a. To be part of project? No
   - b. By City? ______ c. By State at City Expense? ______
   - (NOTE: These signs must be in place prior to BPR acceptance.)

8. Striping:
   - a. To be part of project? yes
   - b. By City? ______
   - c. By State at City Expense? yes
   - (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind.)
   - a. Length 150 ft.
   - b. Width 5.0 ft.
   - c. Type Portland C.C.
   - d. Location: South side of Portland

Footnotes:

IV. STRUCTURE DATA:

1. Location: ______________________________
____
____

2. Desired Work: ______________________________
____
____

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ______________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ________
____

7. Is a particular type of structure and design desired? ____________
Explain: ______________________________
____
____

8. Can street be closed during construction? ______________

9. Detour:
   - a. Required? ______
   - b. By City? ______
   - c. By Contractor? ______

10. Approaches or Connections:
    - a. By City? ______
    - b. By Contractor? ______
    - c. Traveled surface: Type ____________ Width ____________ ft.
    - d. Shoulders: Type ____________ Width ____________ ft.

11. Existing Structure:
    - a. Remain in Place? ______
    - b. Use for Detour? ______
    - c. Removed by City? ______
    - d. Removed by Contractor? ______
    - e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ______
    a. By City? ______
    b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: ______ Size: ______
       Owner: ______
    b. Sanitary Sewer Mains: ______ Size: ______
       Owner: ______
    c. Storm Sewer: ______ Size: ______
       Owner: ______
    d. Gas Mains: ______ Size: ______
       Owner: ______
    e. Power Lines: ______
       Owner: ______
    f. Telephone Lines: ______
       Owner: ______
    g. Other Utilities: ______

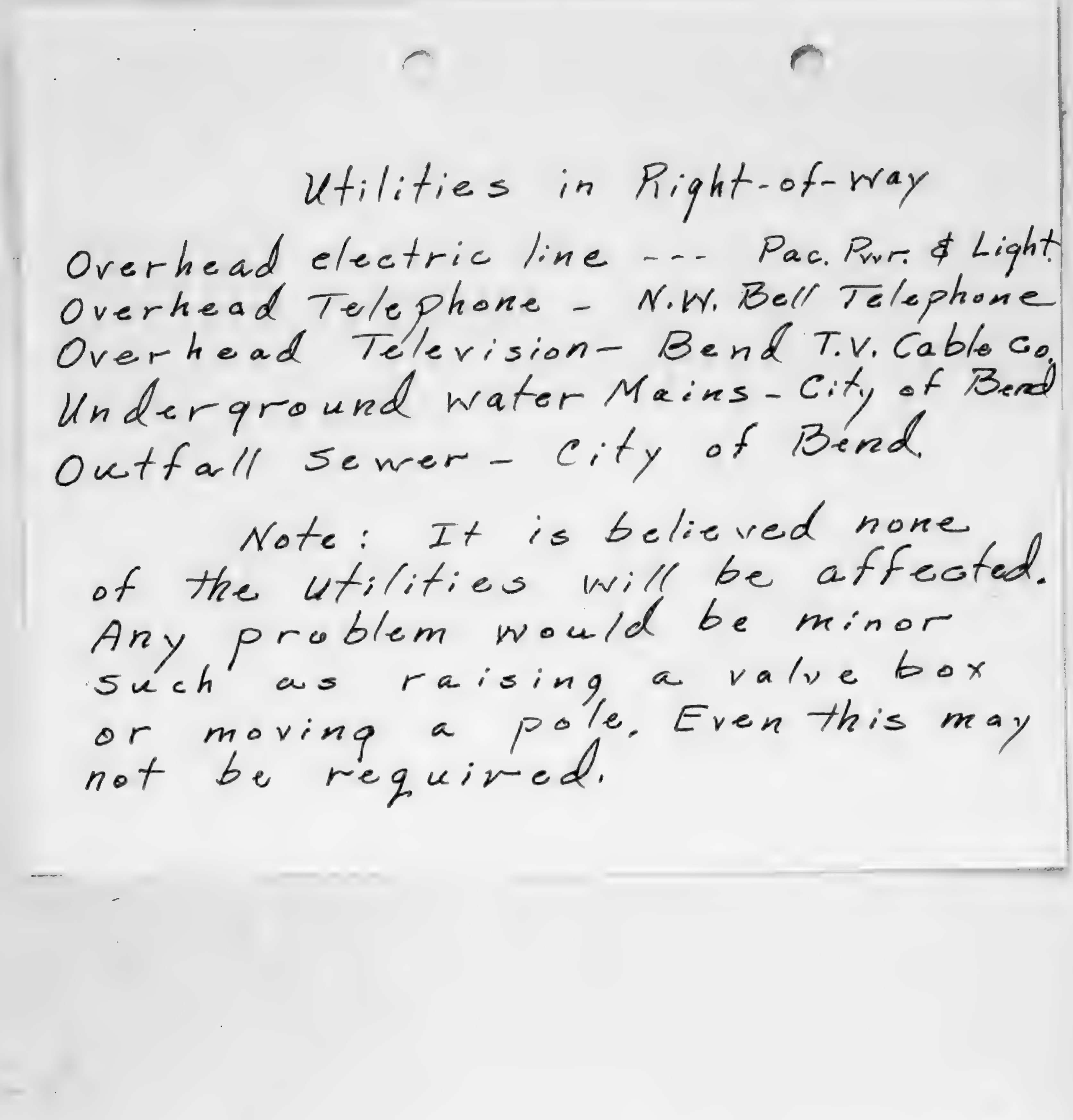
14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ______

15. Does City wish lightpost bases and conduit installed? ______

16. Are there any unusual or complicating conditions? ______
    Explain: ______

17. Describe Existing Structure: ______

Footnotes:



Utilities in Right-of-way

Overhead electric line --- Pac. Pwr. & Light
Overhead Telephone - N.W. Bell Telephone
Overhead Television - Bend T.V. Cable Co.
Underground water Mains - City of Bend
Outfall sewer - City of Bend

Note: It is believed none of the utilities will be affected. Any problem would be minor such as raising a valve box or moving a pole. Even this may not be required.

V. RIGHT-OF-WAY AND UTILITIES DATA:

1. What is general width of existing right-of-way? 60.0 ft.
   a. Maximum: 80 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: Widening can be accomplished Without additional R/W.

3. Shall State prepare right-of-way descriptions? NO

4. Is a public hearing necessary? NO
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? NO
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: __________

7. Are there any utilities on private property by easements or other arrangements? NO List owner, type, and location: __________

8. Are utilities on existing right-of-way by? Permit yes or Franchise yes (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? NO Name of Owner __________, and dates between which water can be turned off:
   From __________ To __________ Location: __________

10. Are there any railroad crossings? No Location: __________

Footnotes:

No Railroad - Not Applicable

a. Name of Railroad ____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) ________ Distance ______ft.
(2.) (Direction) ________ Distance ______ft.

d. Number of Trains: (1) Passenger ________ Speed _________mph
(2) Freight __________ Speed _________mph

e. Angle of Intersection: ______________________________

f. Type of Existing Crossing: (1.) Grade ______________
(2.) Overcrossing __________
(3.) Undercrossing _________

g. Existing Protection: (1.) Advance warning signs _________
(2.) Automatic flasher ____________
(3.) Automatic bell ______________
(4.) Gates _______________________
(5.) Stop signs __________________
(6.) Crossbucks __________________
(7.) Other _______________________

h. Proposed Type Crossing and Protection: ________________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _______
(1.) Does City wish State to prepare P.U.C. hearing data? _______
(2.) Will P.U.C. application be made by? State _______ City _______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______________________________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ $55,000
2. Estimated Cost of Requested Project $ 4550.00 16,000
3. Date Match Money is Available: Sept. 1971
4. Will there be any 100% City money? No
5. Maximum Amount of 100% City Money: $ ______________

Footnotes:

6. Other Remarks:

This application is not complete unless a sketch map showing the location of the project is attached.

The Bend City Council on the 21st day of April, 1921, adopted Resolution No. 1091 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By

By Julia S. Johnson

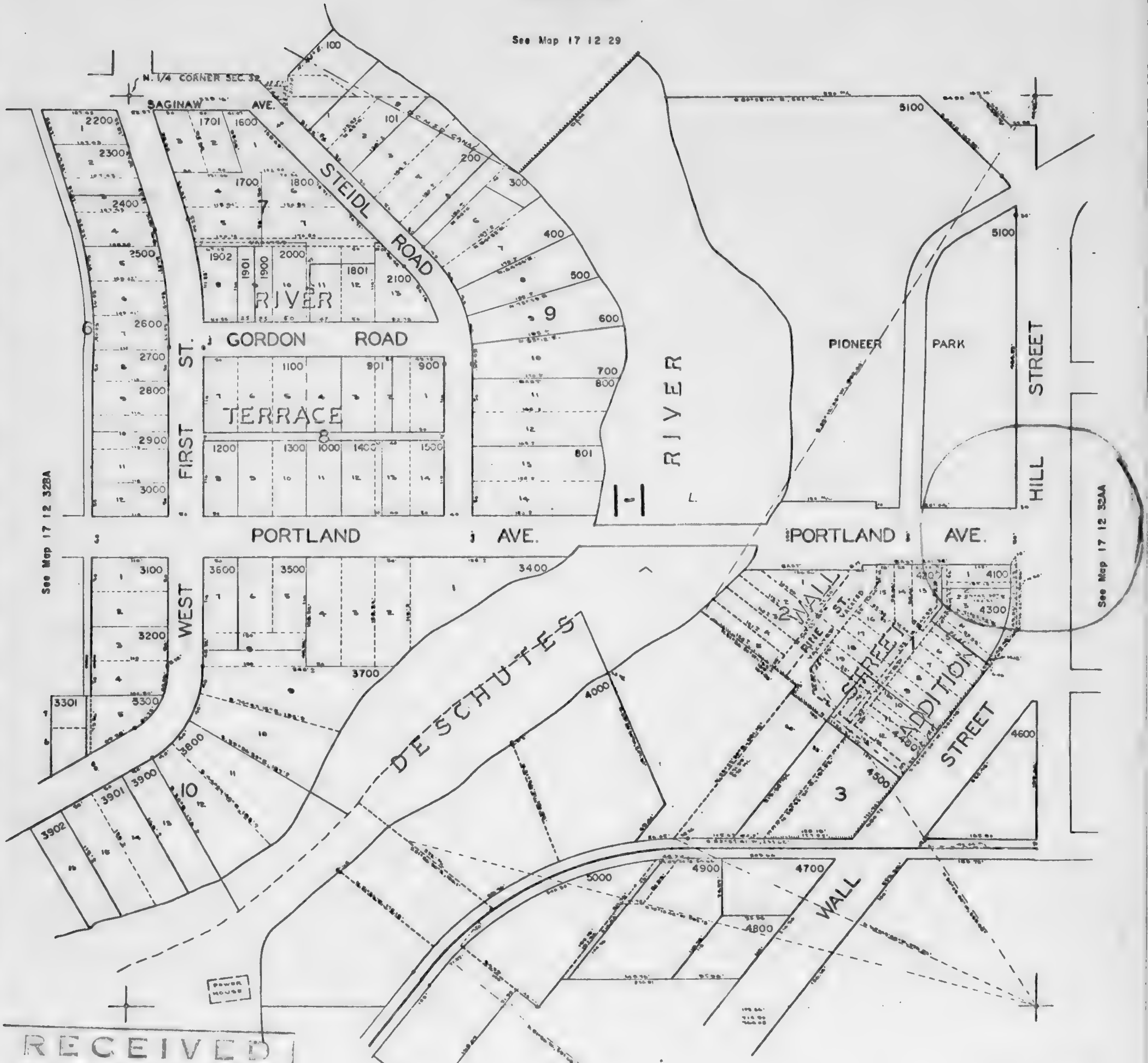
NW¼ NE¼ SEC. 32 T.17 S. R.12 E.W.M.

dead numbers
1001

17 12 32AB

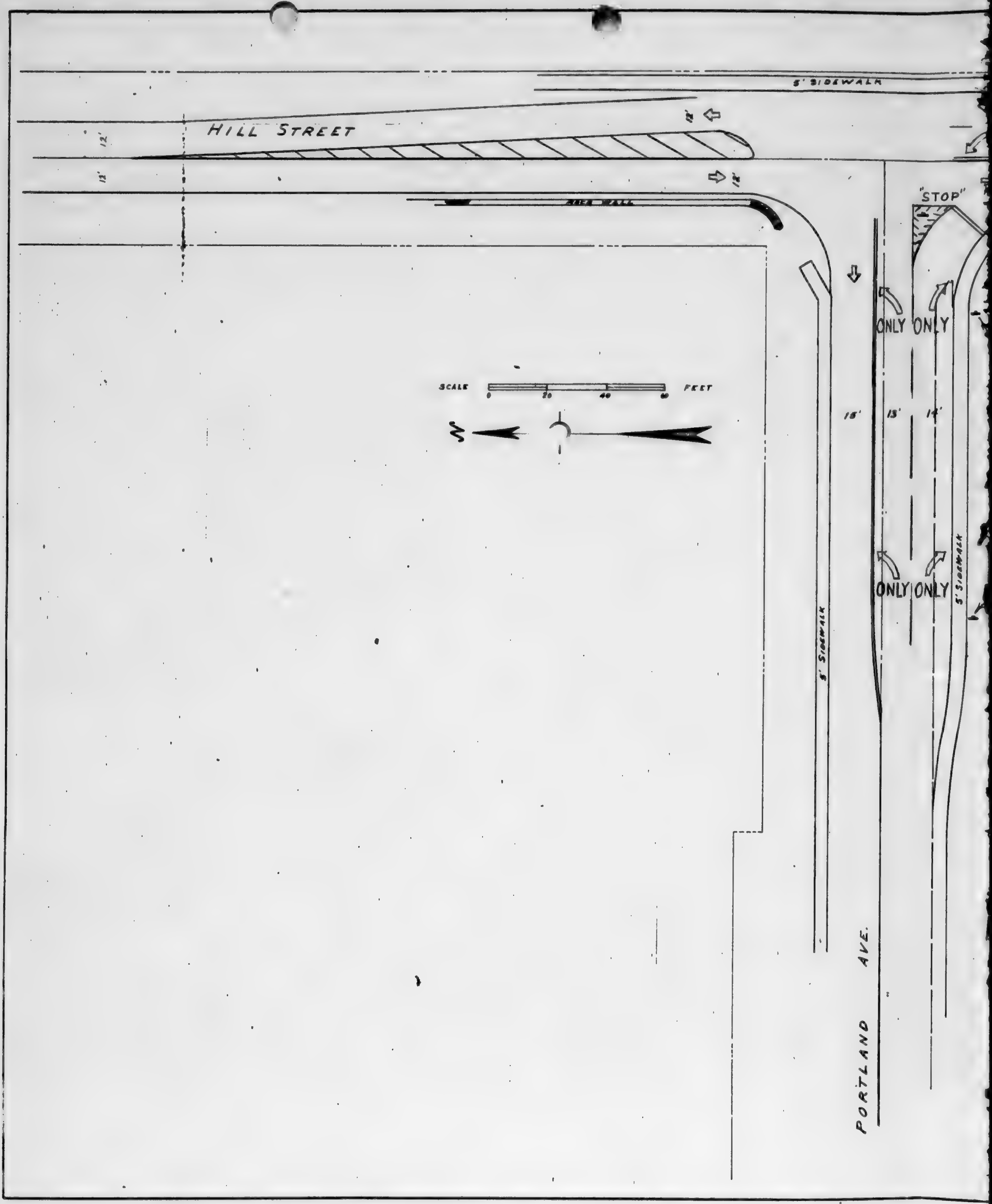
DESCHUTES COUNTY

SCALE: 1" = 100'



17 12 32AB

RECEIVED
COUNTY & CITY SECTION
MAY 1 3 1971
☐ ENGR. ☐ DSGR. ☐ CE ☐ TE ☐
☐ UPE ☐ CE ☐ RE ☐ ☐


5' SIDEWALK
HILL STREET
12'
12'
12'
12'
"STOP"
ONLY
ONLY
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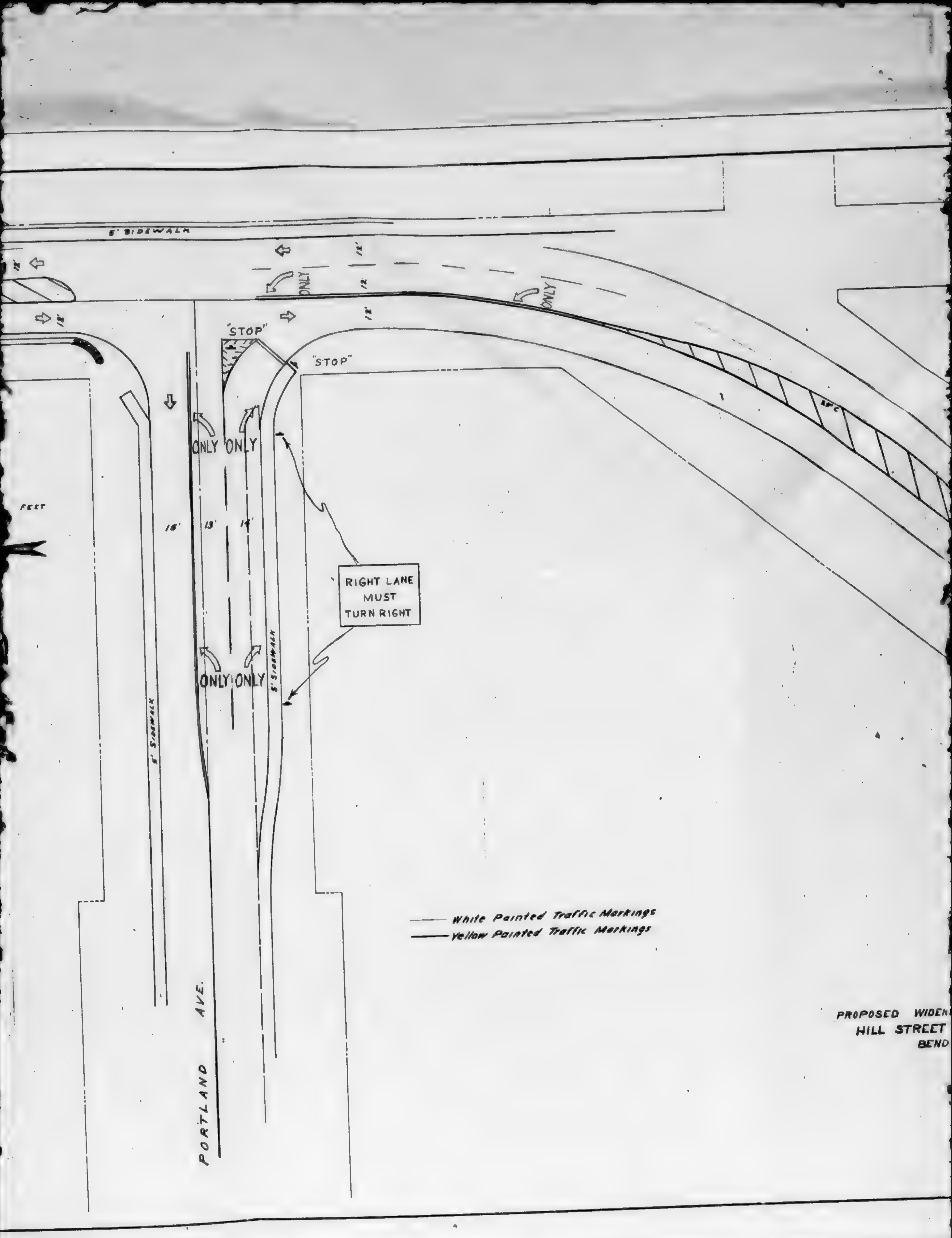
ONLY
SCALE 0 20 40 60 FEET
N
15'
13'
14'
5' SIDEWALK
5' SIDEWALK
PORTLAND AVE.


5' SIDEWALK
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ONLY
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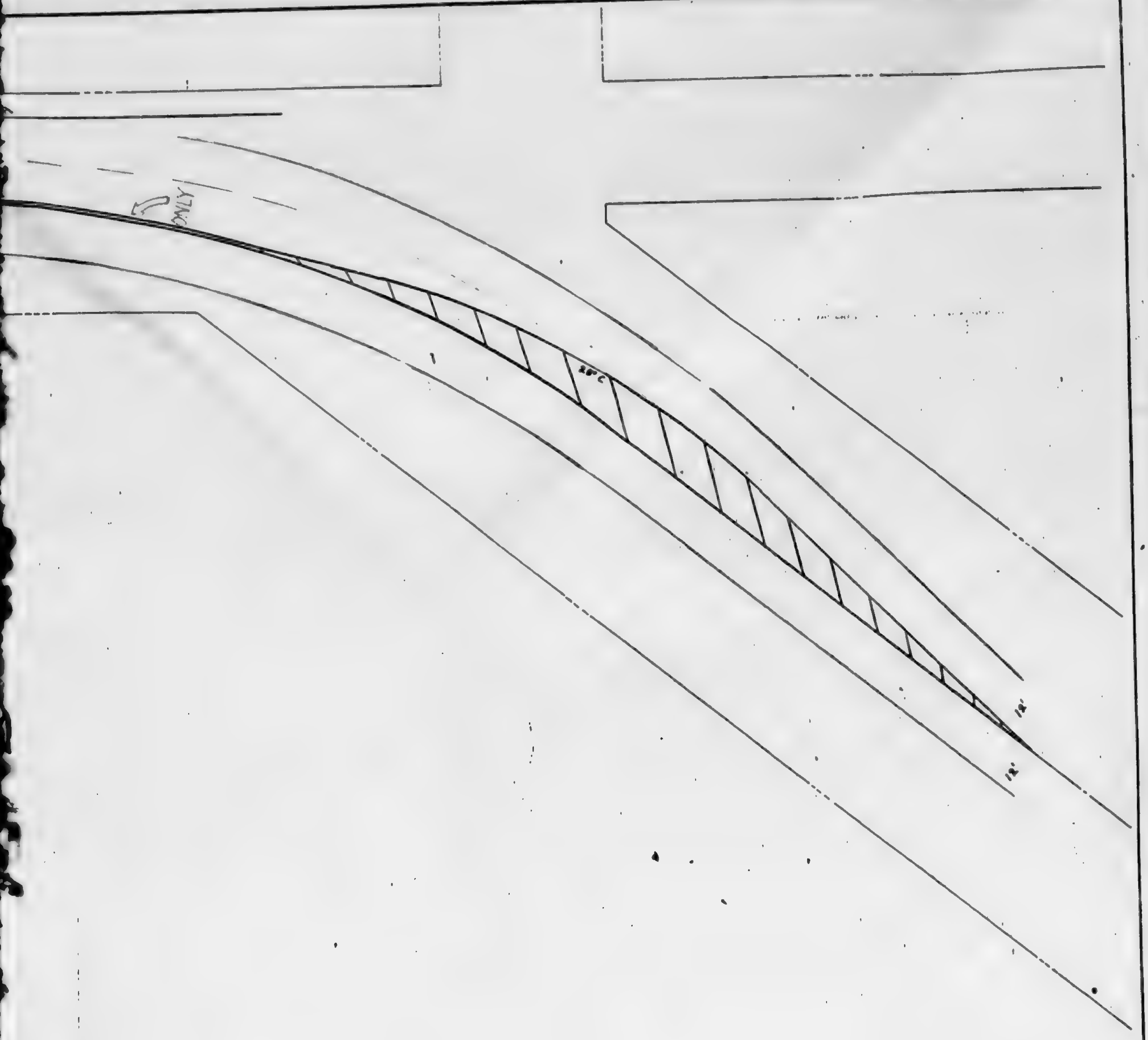
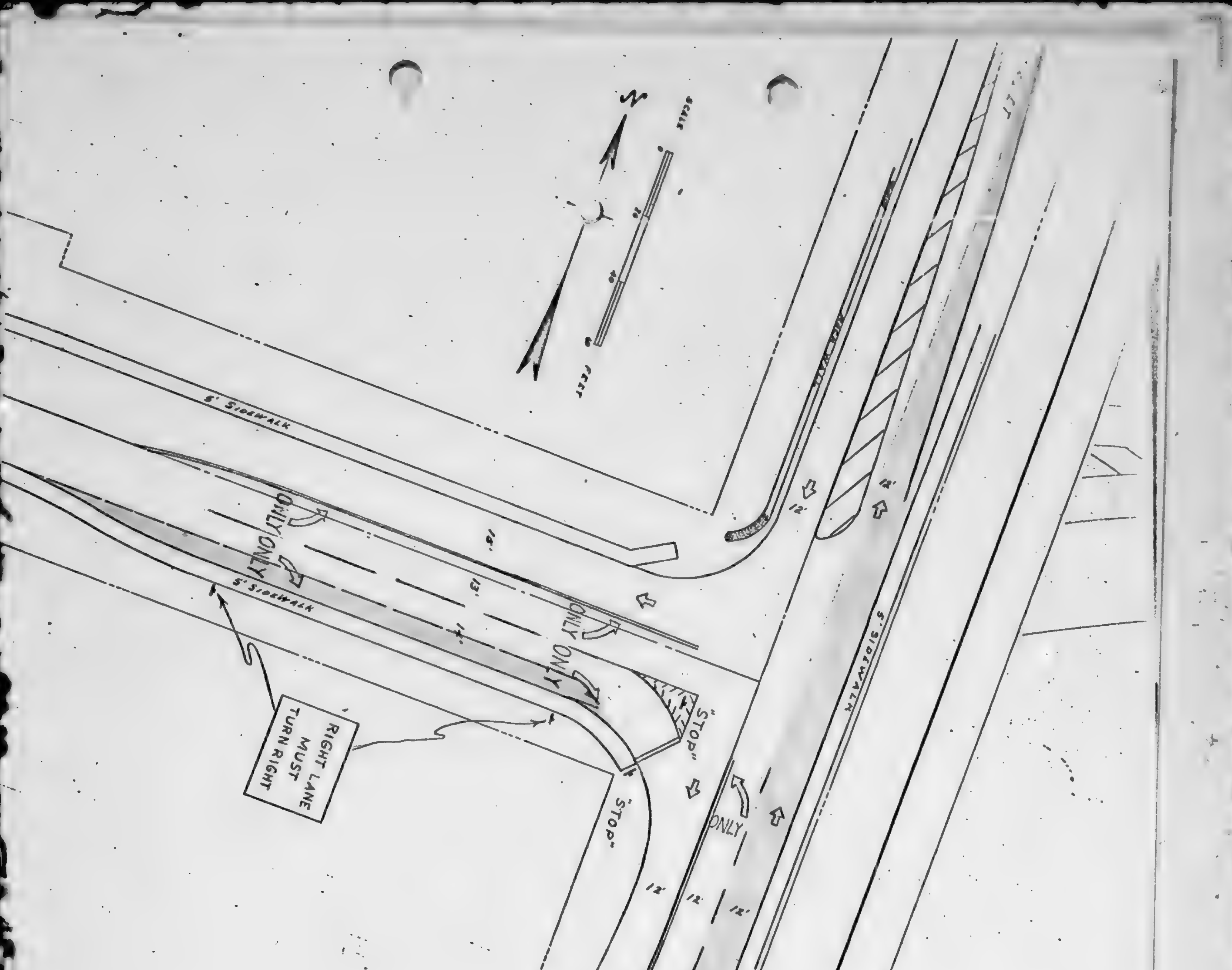
"STOP"
"STOP"
ONLY ONLY
ONLY ONLY
FEET
15'
13'
14'
RIGHT LANE
MUST
TURN RIGHT
5' SIDEWALK
5' SIDEWALK
PORTLAND AVE.
White Painted Traffic Markings
Yellow Painted Traffic Markings
PROPOSED WIDEN
HILL STREET
BEND



— *White Painted Traffic Markings*
— *Yellow Painted Traffic Markings*

PROPOSED WIDENING & CHANNELIZATION
HILL STREET AT PORTLAND AVE.
BEND TOPICS


N
SCALE
20
40
FEET
5' SIDEWALK
5' SIDEWALK
5' SIDEWALK
ONLY
ONLY
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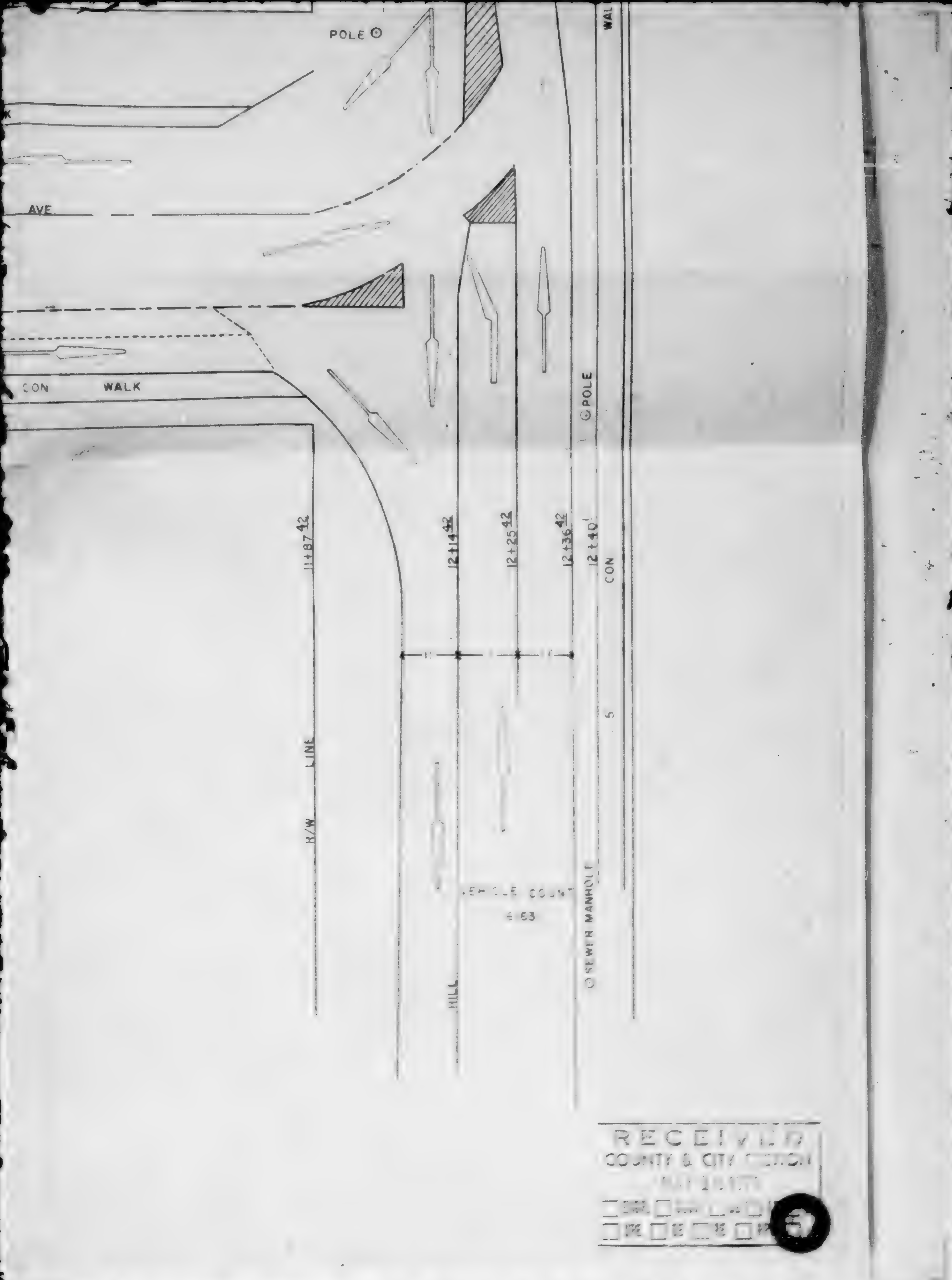
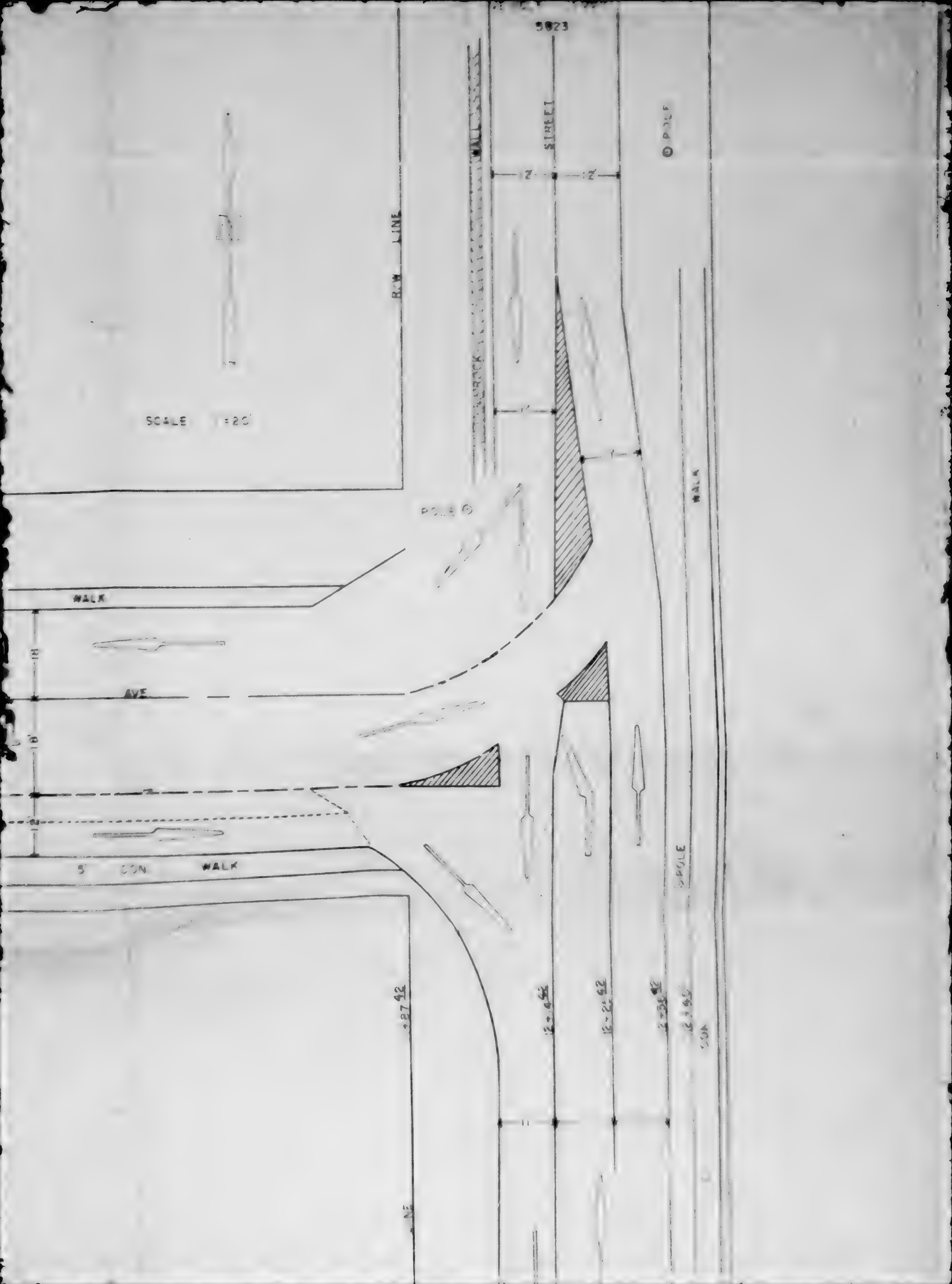
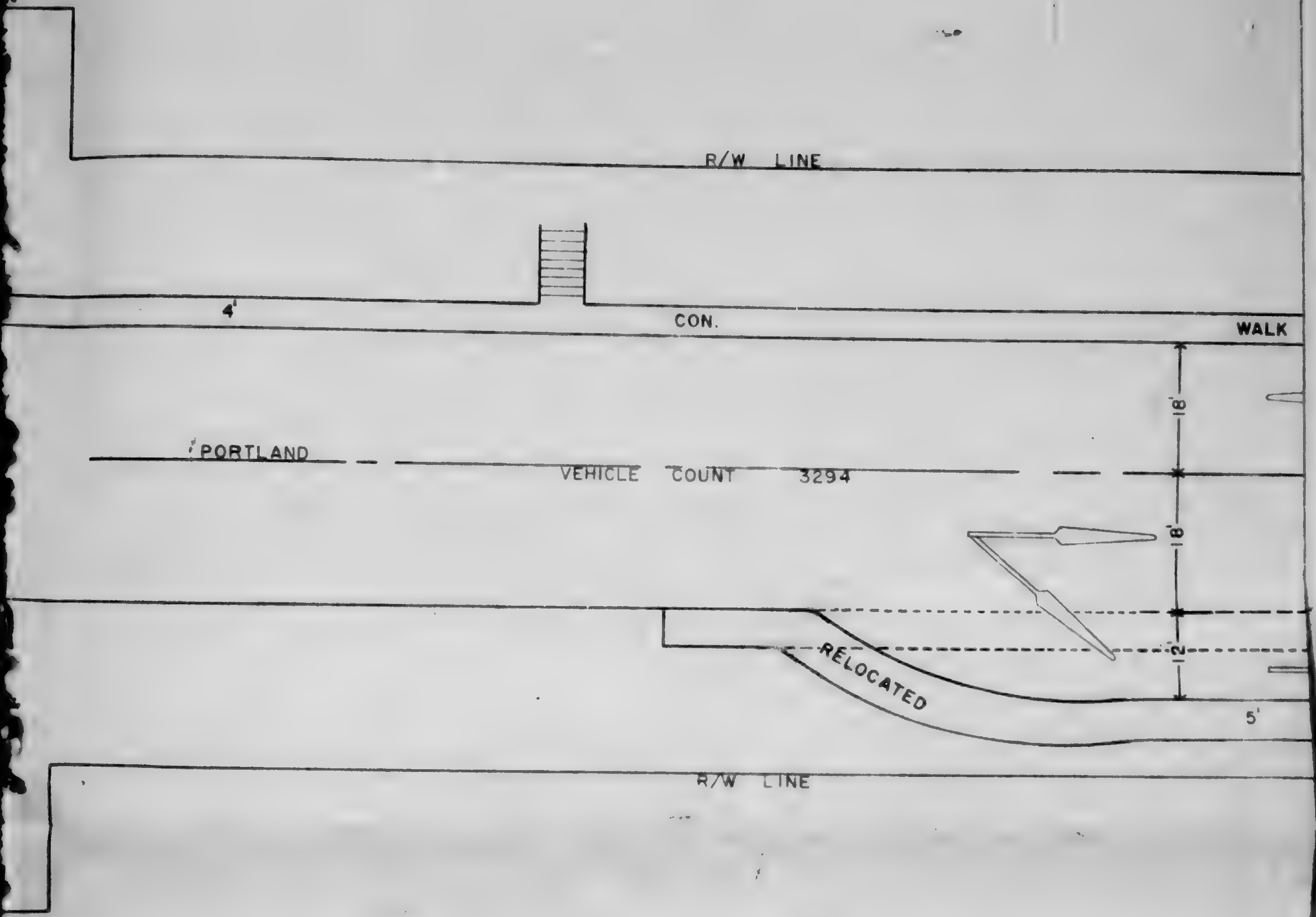
ONLY
15'
13'
12'
12'
12'
12'
12'
"STOP"
"STOP"
RIGHT LANE MUST TURN RIGHT

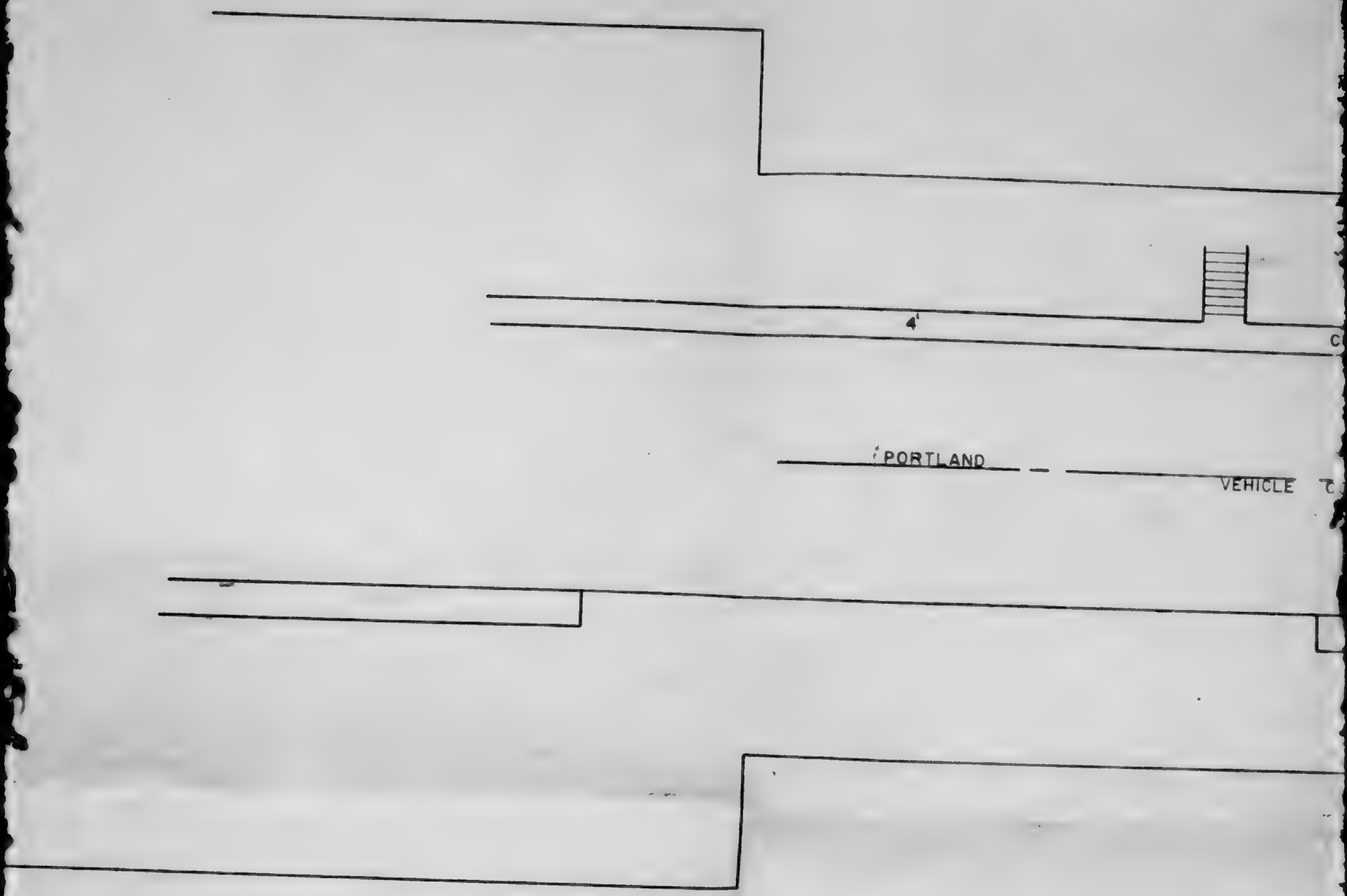


RECEIVED
COUNTY & CITY SECTION
[illegible]


5023
STREET
12
12
POLE
R/W LINE
SCALE 1"=20'
POLE
WALK
WALK
18
AVE
18'
12
5' CON WALK
POLE
12+27.42
12+4.42
12+21.42
12+38.42
12+45
CON
11



VEHICLE COUNTS ARE AVERAGE OF TWO 24 HR. COUNTS AS OF APRIL 14 & 15, 1970



VEHICLE
TWO 24 HR
15,1970

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date ____________

Name of City Bend

Major Street Name Hill Street

Section Name [illegible] Portland Ave.

Location of Project (Attach sketch map) Length ____________

On Which System? Primary I ✓ Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? NO Date PLAN approved: ____________; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? NO

Explain Hill Street is designated [illegible] Business a[illegible] [illegible] not on the State [illegible] System.

General description of proposed project: Widening and channeling to provide for a right turn lane on Portland Ave and a left turn lane on Hill Street.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: ____________

2. Type: a. Traffic Control ______
   1. Pretimed ______
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
   a. Two ______
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ______

   If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm ______
   b. Span Wire ______
   c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: ______

8. Other Remarks: ______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______

2. Type:
   a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. Luminaire Wattage:
a. 175 ______
b. 250 ______
c. 400 ______
d. 700 ______
e. 1000 ______

5. Luminaire Spacing: ______________

6. Maintained Intensity: ______________

7. Uniformity Ratio: ______________

8. Proposed Mounting Height:
a. 30 ft. ______
b. 40 ft. ______
c. 45 ft. ______
d. 50 ft. ______

9. Pole Type: a. Wood ______
b. Steel ______
c. Aluminum ______

10. Operating Voltage: a. 120 ______
b. 240 ______
c. 480 ______
d. Series ______

11. Type of Wiring: a. Overhead ______
b. Underground ______

12. Present Illumination: ______________________
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: [illegible] Portland Avenue intersection

2. Desired Work: Widening and channelization to provide a left turn lane on Hill St. and a right turn lane on Portland Ave.

3. Typical Cross Section: Portland Ave. - 42ft including a 15ft thru lane, a 13 ft left turn lane and a 14 ft right turn lane
Hill st. - 36 ft including two [illegible] thru lanes and a 12ft left turn lane

4. Curbs? Yes If so, a. Type Desired: (Standard, monolithic, rolled, or special) monolithic
b. Exposure 7" inches
c. Width between curbs 42 ft.
d. Desired curb radius 40 ft.

5. Surfacing: A.C. Yes P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: Portland St. - 36ft Ac surface with curbs on both sides.
Hill St. - 24ft Ac. with no curbs

7. Traffic Control Signing:
a. By City at City Expense? ______
b. By State at City Expense? Yes
(NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
a. By City at City Expense? ______
b. By State at City Expense? yes
(NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
a. Length 200 ft.
b. Width 5 ft.
c. Type P.C.C
d. Location: South side of Portland Ave. west from Hill St.

Footnotes:

IV. **STRUCTURE DATA:**

1. Location: ____

2. Desired Work: ____

3. Name of Structure: ____________________________

4. Name of Stream, Street or Facility being Spanned: ____________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ ft. Location __________

7. Is a particular type of structure and design desired? __________
Explain: ____

8. Can street be closed during construction? ____________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
   a. By City? ______
   b. By Contractor? ______
   c. Traveled surface: Type __________
      Width ________ ft.
   d. Shoulders: Type __________
      Width ________ ft.

11. Existing Structure:
   a. Remain in Place? ______
   b. Use for Detour? ______
   c. Removed by City? ______
   d. Removed by Contractor? ______
   e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________________
   a. By City? ______
   b. By Contractor? ______

13. Will any of the following utilities be attached to the structure?
   a. Water Mains: ______ Size: ________
      Owner: ____________________
   b. Sanitary Sewer Mains: ______ Size: ________
      Owner: ____________________
   c. Storm Sewer: ______ Size: ________
      Owner: ____________________
   d. Gas Mains: ______ Size: ________
      Owner: ____________________
   e. Power Lines: ______
      Owner: ____________________
   f. Telephone Lines: ______
      Owner: ____________________
   g. Other Utilities: ____________________

14. Does City wish provisions made for future utility attachment to structure? ______ Explain: ____________________

15. Does City wish lightpost bases and conduit installed? ________

16. Are there any unusual or complicating conditions? ________
    Explain: ____________________

17. Describe Existing Structure: ____________________

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 85 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? No Explain: ______

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? Yes
   Explain: Parking would be prohibited on Portland Ave adjacent to the park on the north side of Portland. There is other parking available and the parking on Portland is very seldom used.

7. Are there any utilities on private property by easements or other arrangements? ______ List owner, type, and location: ______

8. Are utilities on existing right-of-way by? Permit ______ or Franchise ______ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? ______ Name of Owner ______, and dates between which water can be turned off:
   From ______ To ______ Location: ______

10. Are there any railroad crossings? No Location: ______

Footnotes:

a. Name of Railroad ______________________________

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ________ Distance ______ ft.

(2.) (Direction) ________ Distance ______ ft.

d. Number of Trains: (1) Passenger ________ Speed ________ mph

(2) Freight ________ Speed ________ mph

e. Angle of Intersection: ______________________________

f. Type of Existing Crossing: (1.) Grade ____________

(2.) Overcrossing ____________

(3.) Undercrossing ____________

g. Existing Protection: (1.) Advance warning signs ________

(2.) Automatic flasher ________

(3.) Automatic bell ________

(4.) Gates ________

(5.) Stop signs ________

(6.) Crossbucks ________

(7.) Other ________

h. Proposed Type Crossing and Protection: ____________

____

____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______

(1.) Does City wish State to prepare P.U.C. hearing data? ______

(2.) Will P.U.C. application be made by? State ______ City ______

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ______________________________________

____

____

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 76,000
(Federal + State + City)

2. Estimated Cost of Requested Project $ ____________

3. Date Match Money is Available: ____________________

4. Will there be any 100% City money? Yes
(Non-participation items)

5. Maximum Amount of 100% City Money: $ 400

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** The State is working [illegible] Areawide TOPICS Plan. [illegible] in the first stage [illegible] inventory data and in the initial stage of data analysis. It is expected that the plan will be completed within the 18 month [illegible]

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** The intersection is a "T" type intersection with a large number of turning movements. Consequently there is a potential hazard for [illegible] accidents. There have been [illegible] received regarding [illegible] Portland [illegible] intersection [illegible] warrants [illegible] installation [illegible] traffic signal

3. **This Project Would Accomplish the Following:** It is expected that this project will decrease the potential accident hazard and the delay encountered on Portland Ave. It is also expected that the installation of a traffic signal will not be necessary until a future date. The project will also provide additional capacity which will improve [illegible] now and in the future when a signal is required.

This application is not complete unless a sketch map showing the location of the project is attached.

The Bend City Council on the ________ day of ________________, 19____, adopted Resolution No. ________ or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By____________________________

By____________________________

7708 The Dalles-Calif. Hwy. at 1972
McKenzie Hwy. in Redmond Sec.
(Traffic signals)

C&A 4374 11-29-71

7708

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 10, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
The Dalles-California Hwy. at
McKenzie Hwy. (Redmond) Section
Contract No. 7708

Hansen Electric Company, contractor on this project, has requested a 72-day extension of the contract time, citing delays due to a labor dispute at the controller supplier and a controller malfunction after installation. The project covered installation of signals at one intersection with interconnection to an existing signal three blocks away. The contract was awarded April 4, 1972, with 200 calendar days allowed. The project was completed January 16, 1973, with 73 days liquidated damages assessed at $30 per day for a total of $2,190.

The contractor has furnished no evidence that the project was delayed by a labor dispute. The signal controller and other equipment were ordered from a firm which did experience a labor dispute. However, as this firm did not manufacture the type of controller specified, they secured it from a second firm which was late in supplying it for other reasons. The malfunction of the controller after installation and the material procurement problems are the responsibility of the contractor and do not warrant an extension of contract time.

I have therefore denied the contractor's request. This was a State project.

This matter will be on the agenda for your concurrence at the October 24 meeting.

JAB:fw kmb
bc: Cecil Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
J. F. Putnam
V. L. Gallagher
Gary Sund
R. E. Whipps

7708 5

October 10, 1973

Hansen Electric Company
P. O. Box 1135
Coos Bay, OR 97420

Gentlemen:

We have reviewed your request for an extension of 72 calendar days on Contract No. 7708 for work on The Dalles-California Highway and McKenzie Highway (Redmond) Section in Deschutes County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, your request is denied. It is not explained why the labor disput at Automatic Signal delayed the delivery of equipment they secured from another company.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

JAB:fw kmb
bc: Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
J. F. Putnam
N. D. Krehbiel
V. E. Skoog
V. L. Gallagher

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

RECEIVED
OCT 3 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1973

SUBJECT: Time Extension Request
The Dalles-California Hwy. at
McKenzie Hwy. (Redmond)
Contract No. 7708

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM:
John A. Bond
Construction Administration Engineer

Hanson Electric Company, contractor for the subject traffic signal installation project, has requested an additional 72 calendar days to complete the contract work without assessment of liquidated damages. The contractor cites delays due to a labor dispute at the controller supplier and a controller malfunction.

The project covered installation of signals at one intersection, with interconnection to an existing signal three blocks away. The contract amount was $15,328. The contract was awarded April 4, 1972 and allotted 200 calendar days to complete the work, which forecast a completion date of November 4, 1972. The work was completed January 16, 1973 with 273 calendar days charged, an overrun of 73 calendar days at $30 per day or $2,190.

The contractor has furnished no evidence that the project was delayed by a labor dispute. The traffic controller was ordered through Automatic Signal, but, as they did not manufacture this type of controller, they placed the order with the Marbelite Company. The Marbelite Company was unable to supply the equipment on schedule due to material procurement problems and, as a result, the completion of the project was delayed. A strike at one of Automatic Signal's plants that occurred during this period caused no apparent delay to material for our project.

The malfunction of the controller as well as the material procurement problems are the responsibility of the contractor and do not warrant an extension of contract time. Even though there is significant liquidated damages, we have to recommend the request be denied. Engineering overran $828. There was only one added order and it was documentary with no added cost (to use a different power source). This was a State project.

Rough draft letters to the Transportation Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Date JANUARY 26, 1973

Oregon State Highway Commission
Salem, Oregon 97310

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 200 days to 272 days, within which to complete our Contract No. 7708, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. TRAFFIC CONTROLLER MANUFACTURER, MARBELITE,CO., INC. WAS ON STRIKE AS EXPLAINED IN THE ATTACHED CORRESPONDENCE. WE DID NOT RECEIVE THE CONTROLLER UNTIL JANUARY 4, 1973.
2. TRAFFIC CONTROLLER FAILED TO OPERATE WHEN IT WAS SET INTO OPERATION ON JANUARY 8, 1973 AND FACTORY SERVICE COULD NOT BE PERFORMED UNTIL JANUARY 15, 1973.

Respectfully submitted,

HANSEN ELECTRIC COMPANY
Contractor

By Russell L. Hansen

CONSENT OF SURETY

Date Jan. 26, 1973

We, UNITED PACIFIC [illegible], as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED, ~~or GRANTED.~~ The reasons for such recommendation are as follows:

Late delivery of controller apparently was not due to the labor dispute.

Recommended for Approval:

....
Division Engineer

....
Construction Engineer or ~~Bridge Engineer~~

....
~~Asst~~ State Highway Engineer

SP*6206-734

Contract No. 7708

Project designation State
State-Federal

Date awarded April 4, 1972

Work started August 11, 1972

Per cent completed 100% Jan. 16, 73
Date

No. of ~~Workdays~~ Calendar Days Allowed 200

No. of ~~Workdays~~ Calendar Days Used 273

No. of Added ~~Workdays~~ Calendar Days Requested 72

206 EM. 5-2383

SAFETY SIGNAL SYSTEMS, INC.

TRAFFIC CONTROL and LIGHTING

11726-B Aurora Avenue North
Seattle, Washington 98133

March 6, 1973

Hansen Electric Company
P.O. Box 1135
Coos Bay, Oregon 97420

Attention: Mr. Russell Hansen
Re: OSHD, Deschutes County (Redmond)
Traffic Signal Installation, Contract No. 7708

Gentlemen:

It is respectfully requested that you apply for an extension of contract time of 75 days on the referenced project. We outline following events and reasons in substantiation of this request:

1) Your signal equipment order was received by Automatic Signal on April 11, 1972 and, because the type of controller (a fixed time controller with an actuated or deductable phase unit to modify one phase) was not one manufactured by Automatic Signal, arrangements were made to purchase it from The Marbelite Company through its Western Distributor, Jack Hulett Sales Co.

2) Marbelite had quoted 90 to 120 days delivery time for the controller after receipt of order, which was placed with that company in April, 1972. Accordingly, equipment delivery was requested for the last week of July or the first week in August, 1972.

3) In August, 1972, we were advised by Marbelite's distributor that Marbelite was having trouble obtaining parts from normal supply sources and now anticipated shipment in late September, 1972.

4) In late September, 1972, Marbelite again advised that parts problems were delaying production and a letter outlining the problem was requested.

5) On October 24, 1972, a letter was received from Marbelite citing the parts problem and indicating that the controller could not be shipped until the week of November 27, 1972 (copy of letter attached).

6) The controller was actually shipped on December 8, 1972 but, because of problems in wiring and with relays, the controller was not placed in final operation until January 15, 1973.

Safety Signal Systems, Inc. was designated as the authorized representative for Automatic Signal beginning February 1, 1973 following the closure of Automatic's Seattle office. Accordingly, Safety Signal Systems still has the records for projects, such as this one which are still in progress or not yet finaled, and will make the required follow-ups on present and future projects.

Very truly yours,

Bruce R. Culver

Bruce R. Culver
Vice President

BRC:js

**OREGON STATE
HIGHWAY DEPARTMENT**

Bend, Oregon
August 25, 1972

Re: The Dalles-California &
McKenzie Hwy. (Redmond)
Contract No. 7708

Hansen Electric Co.
1127 South Broadway
Coos Bay, Oregon

Gentlemen:

We have received copies of the correspondence from Automatic Signal Division to you concerning the labor strike which started July 27, 1972.

In the event that this contract overruns the specified contract time, consideration will be given to this strike against your supplier, to the extent to which the strike delayed your completion of contract, in accordance with Section 108 of the standard specifications.

Please advise the settlement date of the strike when this date is known. Also, we would like to know the date on which you ordered your controller, etc. from Automatic Signal Division.

Respectfully,

N. D. Krehbiel
Res. Br. Engr.

cc: J. F. Putnam w/attachment
File

— TI FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC
SIGNAL
DIVISION

11726 Aurora Avenue, North
Seattle, Washington 98133
(206) 365-7272

October 26, 1972

Hansen Electric Co.
P.O. Box 1135
Coos Bay, Oregon 97420

Attention: Mr. John Hansen

Re: OSHD Job No. 7708, Redmond
Your No. 3072, Our 640424

Gentlemen:

We respectfully request that you seek an extension of contract time for the referenced project. We have been advised that the controller cannot be shipped until November 27, 1972 and accordingly you would probably not receive it until the middle of December.

The type of controller for this project is one that is not manufactured by Automatic Signal. It was purchased through the Western Distributor for Marbelite Traffic Control Equipment. The quoted delivery for the control equipment was 90 to 120 calendar days and when it appeared that the equipment would be delayed we requested a letter outlining the reasons for the late shipment. Copies of the requested letter, written to Jack Hulett Sales, Inc., are attached to substantiate your request for an extension of contract time.

Very truly yours,

Bruce R. Culver

Bruce R. Culver
District Sales Manager

CC: H. Stead

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable: Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

RECEIVED OCT 24 1972

cable address: MARBSIGNAL

THE MARBELITE COMPANY, INC.

175-179 NORTH 10th STREET • BROOKLYN, N. Y. 11211 • TELEPHONE: (Area Code 212) 387-6100-2-3-4

October 13, 1972

Mr. Jack Hulett
Jack Hulett Sales, Inc.
P. O. Box 15171
Fort Worth, Texas 76119

Re: Your order 2945
Hansen Electric Co.
Our order No. 47286

Dear Jack:

Reference is made to your above order covering one (1) M-30 I controller and I am very sorry to have to report that it has been necessary to postpone delivery of this unit to the week of November 27, 1972. The reason for this delay is that we require some special components to complete this unit and when contacting our previous supplier of these parts, we were advised that they are no longer in a position to furnish same. Consequently, it was necessary for us to locate a new source of supply and, based on the best delivery promise we have received, we will not be able to ship this controller until the week of November 27, 1972.

I am very sorry for this delay and would greatly appreciate an extension of time.

Very truly yours,

MARBELITE CO., INC.

W. H. Lemm
Vice President

WHL:tp

October 30, 1972

Oregon State Highway Division
Bend, Oregon 97701

Attention: Mr. N.D. Krehbiel

Re: Contract No. 7708, Redmond Traffic Signals

Gentlemen:

We wish to request as extension of the conctract time due to the fact that the Traffic Controller will not be available for installation until the middle of December 1972.

The attached copies of letter from our supplier esplains the reason for the delay.

We are unable at this time to give you an exact delivery date.

Sincerely,

Hansen Electric Company
Russell D. Hansen, President

RDH:JA

COPY

HANSEN ELECTRIC COMPANY
P. O. Box 1135 1127 S. Broadway
COOS BAY, OREGON 97420

Phone (503) 267-2143

LETTER OF TRANSMITTAL

DATE 8-31-72
JOB NO. 5022
ATTENTION W. D. [illegible]
RE Contract No. 5968

TO Oregon State Highway Div.

Bend, Ore.

GENTLEMEN:

WE ARE SENDING YOU ☑ Attached ☐ Under separate cover via ______ the following items:

☐ Shop drawings ☐ Prints ☐ Plans ☐ Samples ☐ Specifications
☑ Copy of letter ☐ Change order ☐ ______

COPIES	DATE	NO.	DESCRIPTION
1	8-4-72		Automatic Signal plant [illegible]
1	8-7-72		

THESE ARE TRANSMITTED as checked below:

☐ For approval ☐ Approved as submitted ☐ Resubmit ______ copies for approval
☑ For your use ☐ Approved as noted ☐ Submit ______ copies for distribution
☐ As requested ☐ Returned for corrections ☐ Return ______ corrected prints
☐ For review and comment ☐ ______
☐ FOR BIDS DUE ______ 19______ ☐ PRINTS RETURNED AFTER LOAN TO US

REMARKS ______

COPY TO ______

SIGNED: Donald [illegible]

If enclosures are not as noted, kindly notify us at once.

NEBS 7051 New England Business Service, Inc. Townsend, Mass

— THE FIRST NAME IN TRAFFIC CONTROL — AUTOMATIC SIGNAL DIVISION

August 7, 1972

Mr. Russell D Hansen
Hansen Electric
P.O. Box 597
Coos Bay, Oregon 97420

Dear Mr. Hansen:

I am writing this letter to explain to you as best I can the status of the contract negotiations between Automatic Signal in Torrance and Teamsters Local 572.

Representatives of both the company and the Teamsters have met on numerous occasions in a sincere effort to reach agreement on all contract issues. We in fact have reached agreement on all issues except three--union security, dues checkoff, and the term or length of time that the contract will remain in force.

The following issues have been agreed to between the company and the Union: hours of work and overtime, seniority, vacations, leaves of absence, military leave, sick leave, jury duty pay, funeral leave, holidays, stewards, shift premium, grievance and arbitration procedures, management rights, discipline and discharge, paid rest periods and clean up time, health and welfare, successors and assigns, maintenance of more favorable conditions, and wages. In the latter case, the company has accepted the Union's proposal that, for the first year of the contract only, each member of the bargaining unit would receive a 15 cent per hour across the board increase.

With respect to the union security clause, the Union has maintained its original proposal that the company accept a "union shop". This in effect means that after 30 days of employment every present and future employee in the bargaining unit would have to join the Union and pay all required dues, which we understand are $10 per month, in order to maintain employment with the company. In addition, new employees would have to pay an initiation fee of approximately $75.

The company could not agree to the Union's "union shop" proposal and counter proposed an "open shop". Then, the company

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable: Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351.

revised its proposal and informed the Union that it would agree to a "maintenance of membership" clause. This clause would allow every employee to make his or her own choice as to whether or not to join the Union. Should the employee join, he or she would have to maintain membership in the Union as a condition of continued employment. We feel that this proposal is fair and just. We also feel that the Union's proposal of a "union shop" would hinder the company in hiring and retaining qualified personnel. All employees should be free to join the Union if they wish, but they should not be fired for refusing to join, any more than they should be fired for joining. That is a matter that we feel should be handled internally by the Union and the people it represents.

It might be of interest to you that approximately half of the union contracts now in existence in the United States do not contain a union shop clause. In addition, 19 states have ratified legislation that prohibits union membership as a requirement or condition of employment. Machine shop personnel employed at our Waltham facility have been represented by the IAM for many years and, for that entire period, the IAM has negotiated contracts with the company which have contained an open shop clause. Our relationship with the IAM has always been excellent and to my knowledge a grievance situation has never resulted from our open shop arrangement.

In regard to dues checkoff, the Union has proposed that all dues and initiation fees be deducted from the employee's paycheck. The company has found this proposal to be unacceptable. We feel that the collection of dues and other fees is strictly an internal union affair. The Union and the Union alone determines the amount of dues, initiation fees and any other assessments. Accordingly, we firmly feel that the responsibility for the collection of such money lies strictly with the Union.

With respect to the term of the contract, the Union originally proposed a one year contract but stated that it could probably agree to a two year contract, provided the contract allowed for a wage and benefit reopener after the first year. The company's counter proposal was to have a three year contract with a wage reopener at the end of the first year, followed by a wage and benefit reopener at the end of the second year. This matter has not been discussed further.

With respect to all issues of the contract, the company has bargained in sincere good faith. It is true that we do not see eye to eye with the Union on the three remaining issues to be settled, but we firmly believe that our position on these matters is more than justifiable. We simply cannot make unreasonable concessions on these matters at the undue expense of the company and/or its employees.

We are sorry that an economic strike has been undertaken by the Union. It is quite difficult to see how such an action will help to resolve the differences between the company and the Union. While the Union is still free to call a strike against the company, the company must nevertheless continue to serve its customers. Automatic Signal is in business only because it has been able to serve its customers properly, and it will continue to do so during the strike, even if it necessitates the hiring of replacement personnel.

It is almost impossible for me to fully describe in this letter the complete course of our negotiations with the Union. I have attempted to explain the present status of the situation as best I can. I suggest that you contact your Automatic Signal representative should you have any questions regarding the above matters.

Very truly yours,

AUTOMATIC SIGNAL DIVISION

Irvin Goebel

Irvin Goebel
Vice President
Western Operations

IG:msf

— THE FIRST NAME IN TRAFFIC CONTROL — AUTOMATIC SIGNAL DIVISION

August 4, 1972

Hansen Electric
P. O. Box 597
245 South 2nd St.
Coos Bay , Oregon 97420

Gentlemen:

We wish to inform you of a possible delay in shipment of your materials on any open orders you may have with us. Our manufacturing and production operation was curtailed effective July 27, due to a strike by the employees at our Torrance plant which was called by the International Teamsters Union Local 572. The duration of this strike is unknown at the present, and as soon as settlement has been reached and the employees have returned to work, we will notify you by letter.

It is requested that you contact your customers and notify them of this condition. By virtue of this letter to you, you are entitled to an extension of time, if necessary, for completion of your order due to the current strike situation.

We will continue to make every effort to reach a settlement of the strike. Meanwhile, we would appreciate receiving a copy of your letter to your customers informing them of our strike condition, together with any subsequent letters from the State regarding this matter.

We wish to point out that we are doing everything possible to expedite orders in house with the existing personnel and do not anticipate any undue delays. If you desire any additional information with respect to this matter, please do not hesitate to contact us.

Very truly yours,

AUTOMATIC SIGNAL DIVISION

Harold Stead
Harold Stead
Manager of Sales Administration

RECEIVED
AUG 23 1972
N. D. [illegible]
[illegible]

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable: Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

7708

April 11, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington   98401

Gentlemen:

On April 9, 1973, we wrote to you concerning release of final payment on Contract No. 7708 awarded to Hansen Electric Company for traffic signal installation on The Dalles-California Highway and McKenzie Highway in Redmond in Deschutes County.

Final payment on this contract is $800.32 and the total contract amount is $13,169.47 including $31.47 for work performed under force account.

Very truly yours,

C. W. Enna, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ks

cc Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon   97420

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
J. F. Putnam

OREGON STATE
HIGHWAY DIVISION

7708

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 6, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7708, **Work Completed** January 16, 1973

Project The Dalles-California Hwy. & McKenzie Hwy. (Redmond)

Highway The Dalles-California **County** Deschutes

Type of Work Traffic Signal Installation

Contractor Hansen Electric Company

Recommended Acceptance Date April 6, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

5

7708

Salem, Oregon

January 30, 1973

C. T. Keeney, Construction Engineer
W. J. Hart, Bridge Engineer

L. H. Young, Office Engineer

Request Contract Acceptance

Contract 7708 Work Completed January 16, 1973

Project The Dalles-Calif. and McKenzie Hwy. (Redmond)

Highway The Dalles - California

County Deschutes

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date ______________________

Conditions not acceptable:

Construction Engineer
Bridge Engineer

VG:dgk

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7708

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Dalles-Calif. Hwy. & McKenzie Hwy. (Redmond)

WEEK ENDING: January, 20, 1973

SECTION PREFIX: 9-1608

HIGHWAY: The Dalles-California

COUNTY: Deschutes

NAME OF JOB: The Dalles-Calif. Hwy. & McKenzie Hwy. (Redmond)

KIND OF WORK: Traffic Signal Installation

CONTRACTOR: Hansen Electric Co.

CONTRACT NUMBER: 7708

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 4, 1972

DATE WORK STARTED: August 11, 1972

ESTIMATED COMPLETION DATE: January 16, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 200

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 272

PERCENT OF TIME ELAPSED: 136

PROJECT AUTHORIZATION: $ 17,665.06

EXCLUSIVE OF ENGINEERING: $ 16,122.26

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 16,122.26

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %

ENGINEERING AUTHORIZATION: $ 1,542.80

This week 0.00

ENGINEERING COST TO DATE: $ 1,963.00

PERCENT OF AUTHORIZATION: 127 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST excl. of engr. 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Incl engr 91

DATE PROJECT WAS COMPLETED: 1-16-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy, cool	1		
MONDAY	Cloudy, cool a.m. Rain p.m.	1		
TUESDAY	P. Cloudy, cool	0		All contract work completed
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

1973

CONSTRUCTION
SECTION

Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1-14-73	No work
MONDAY 1-15-73	No work
TUESDAY 1-16-73	Bill Zirbes from Salem and A. T. Mathews corrected the problem with the controller. All contract work completed as of this date.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All contract work completed as of this date, January 16, 1973.

cc: Bridge
✓Const.
Region
File

SIGNED
N. D. Krehbiel
LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED

FOR FILING

7708

April 14, 1972

Hansen Electric Company
1127 South Broadway
Coos Bay, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7708 for traffic signal installation on The Dalles-California Highway and McKenzie Highway in Redmond in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
J. F. Putnam
N. D. Krehbiel
L. H. Young
Attn Vince Gallagher

RECEIVED
APR 12 1972

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

April 5, 1972
Salem, Oregon

SUBJECT:

The Dalles-California Hwy. at
McKenzie River (Redmond) Sec.
in the City of Redmond
Traffic Signals

Pole Length Verification

To:
J. F. Putnam
Regional Engineer
Region 4
Bend

There have been past instances throughout the State where pole delivery on traffic signal or illumination projects has been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established and transmit to the contractor within three weeks of the date of receiving bids on the project. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

Slow transmission of shop drawings through State hands has also been a reason for delay according to contractors. Please submit shop drawings to this office promptly. Checking and return to the field will be expedited by our Checking Unit.

The above is to apply to all future traffic signal and illumination projects.

R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc: A. E. Johnson
J. H. Wood
N. D. Krehbiel

NOTED
A. E. JOHNSON

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 - 1972

FOR FILING

7708

April 4, 1972

Hansen Electric Company
P. O. Box 1135
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7708 in the amount of $15,328 for the traffic signal project on The Dalles-California Highway at McKenzie Highway in Redmond.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc C. T. Kessey
Walt Hart
J. F. Putnam
N. D. Krehbiel
Wm. Geibel (SAIF)

RECEIVED

7708

5j

11-24-71

November 29, 1971

City of Redmond
455 South Seventh Street
Redmond, Oregon 97756

MISC. CONTRACTS and
AGREEMENTS No. 4374

Attention: Edward D. English
City Administrator

Gentlemen:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of 6th Street and Highland Avenue.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(conf. agree. att.)

RECEIVED
OCT 27 1971
FOR FILING

7708

October 26, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Redmond for the installation of traffic signals at the intersection of Sixth Street and Highland Avenue, which is the junction of The Dalles-California and the McKenzie Highways at the southerly edge of Redmond.

By the terms of the agreement, the State will make the installation entirely at its expense and care for future maintenance. The City will pay for all electrical energy consumed. The estimated cost of the installation is $26,000 and will be charged to current Minor Betterment funds.

I recommend your approval and request authorization for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for the November 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Gary L. Sund
F. B. Crandall
L. H. Young
V. E. Skoog
E. S. Hunter
H. S. Cox
J. F. Putnam
VPJ:pb kw fn

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

October 13, 1971

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: F. B. Klaboe, Assistant State Highway Engineer

Dear Mr. Porter:

The City of Redmond Council at its regular meeting on October 12, 1971, voted unanimous approval by resolution of the agreement which you have presented for the installation of traffic signals at the intersection of Sixth Street and Highland Avenue.

Two copies of the signed agreement and two copies of the resolution are enclosed. Council is indeed appreciative of your efforts to improve traffic conditions at this intersection and we will all be very interested to hear of your progress in developing plans for the signal installation.

Thank you very much for your interest and consideration.

Sincerely yours,

CITY OF REDMOND

Edward D. English
Edward D. English
City Administrator

EDE:f
Encs.

NOTED
LE GEORGE

RECEIVED
OCT 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Ref'd to George Thomas.
to handle
10-14-71

NOTED
TRAFFIC CONTROL
ENGINEER

OCT 1 1971

RESOLUTION

WHEREAS the State of Oregon Highway Department has determined that the Department will install traffic control signals at the intersection of Sixth Street and Highland Avenue and

WHEREAS the dangerous situation has existed at this intersection

NOW THEREFORE BE IT RESOLVED that an agreement between the State of Oregon Highway Department and the City of Redmond be approved and that the City Administrator notify the State Highway Department of Council approval of said agreement.

The above resolution was offered by Councilman Shopshire and duly seconded by Councilman Miller: Upon roll call vote ordered by the Mayor the following result was Had: McCoy-yes, Miller-yes, Ayres-yes and Shopshire-yes.

"I hereby certify that I prepared the foregoing copy and have carefully compared the same with the original thereof and that it is a correct copy therefrom."

DATED 13th day of October, 1971

Marjorie A Stater

City Recorder of Redmond

RECEIVED
SEP 30 1971
FOR FILING

7708

September 29, 1971

4408

Mr. Edward D. English
City Administrator
City of Redmond
455 South Seventh Street
Redmond, Oregon 97756

Dear Mr. English:

In response to your letter of September 10, we have made an investigation of the warrant for traffic signals at the intersection of 6th Street and Highland Avenue in Redmond.

Investigation indicates that the installation of traffic signals would improve traffic conditions at this intersection. The State is willing to make the installation and care for future maintenance if the City will agree to pay the power costs.

Attached are two copies of an agreement providing for installation on the basis outlined above. If you will arrange for the signature of these agreements by the proper City officials and return them to this office, we will arrange for their execution by the State Highway Commission. You will then be furnished with a fully executed copy of the agreement, and we will proceed with the installation.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
F. B. Crandall
J. F. Putnam (w/att.)

VPJ:pb srb

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 14, 1971

Mr. Edward D. English
City Administrator
City Hall
Redmond, Oregon 97756

Dear Mr. English:

This will acknowledge your letter of September 10, concerning the installation of traffic signals at the intersection of Sixth and Highland in Redmond.

We are proceeding with the necessary investigation including traffic counts and accident analysis to determine whether traffic conditions at this intersection meets the standard warrants for signalization. As soon as this investigation is completed, we will contact you further.

Very truly yours,

F. B. Klaboe
Asst. State Highway Engineer

By

L. E. George
Operations Engineer

VPJ:pb

cc: F. B. Klaboe ✓-re FBK 4408
J. F. Putnam

RECEIVED
SEP 1[illegible] 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
September, 1971

REPORT OF TRAFFIC SIGNAL INVESTIGATION

6th St. (US97) @ Highland Ave. (US126) - Redmond
The Dalles-California Highway - Hwy. No. 4 - M.P. 121.50

Recommendation:

As a result of this investigation it is recommended that a three-phase, semi-actuated traffic signal be installed at the intersection of 6th Street and Highland Avenue in Redmond. The signal should be interconnected with the existing traffic signal system. The estimated cost is $26,000.

Investigation:

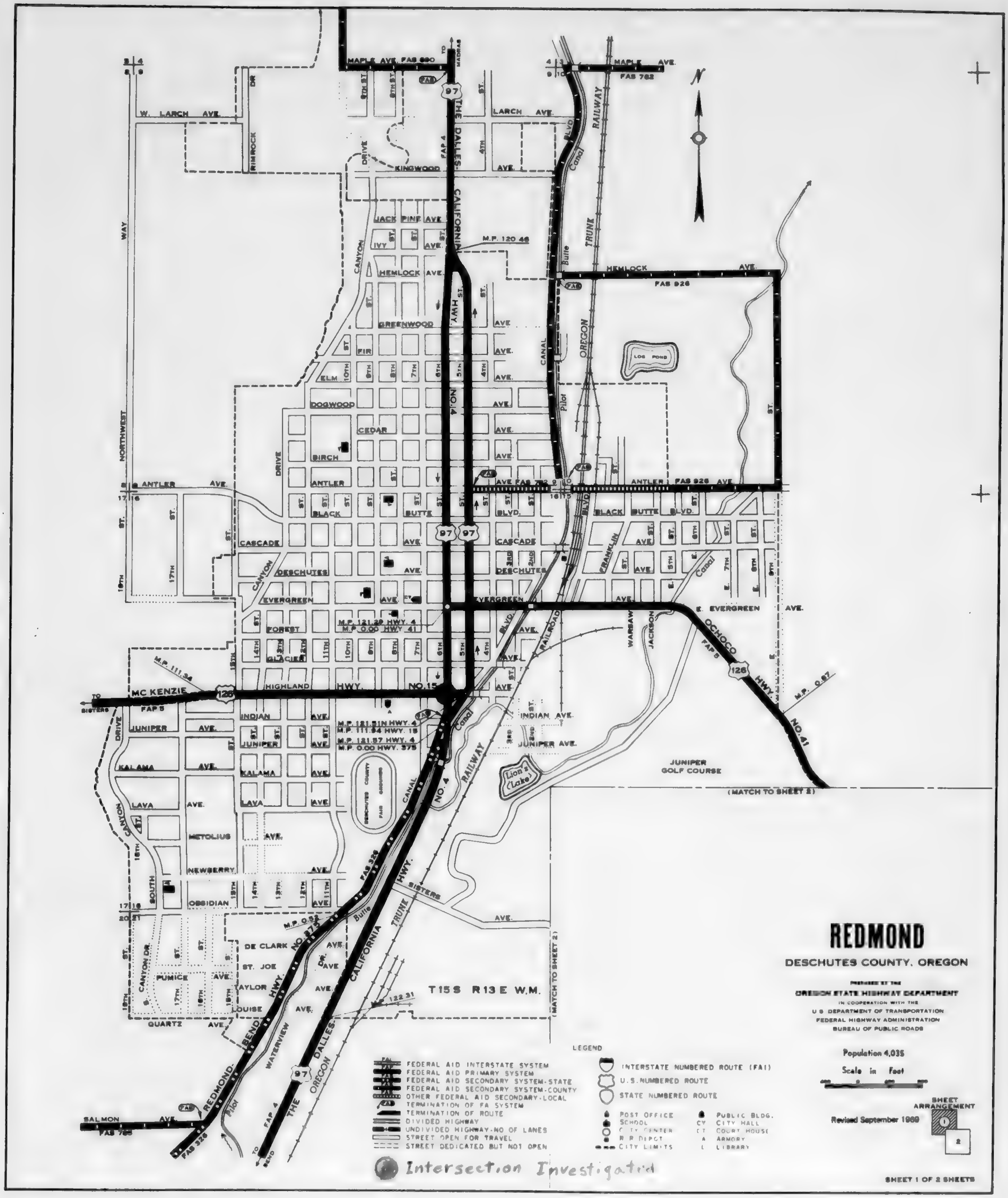
The subject intersection is a cross-type intersection with one-way southbound traffic on the north approach, one-way eastbound traffic going away on the east leg, two-way traffic on the south approach and two-way traffic on the west approach. There is an existing flashing beacon to control traffic at the intersection with the west and south approaches stopped.

Using the traffic signal volume warrants prescribed in the Manual on Uniform Traffic Control Devices, and based on a manual traffic count taken in September 1971, it was found that the minimum vehicular volume warrant for the installation of a traffic signal is met and the interruption of continuous traffic warrant is nearly met. The accident experience warrant for the installation of a traffic signal is also met.

During the 12-month period from 8-1-70 to 7-31-71, there were six reported accidents of a type preventable by the installation of a traffic signal. During the total period covered in the accident study (1-1-68 to 7-31-71) there was a total of 20 reported accidents at the intersection; 16 of these were of the type preventable by traffic signals. Thirteen of the 20 accidents were property damage only and seven of the accidents were non-fatal with 17 persons injured.

Based primarily upon the traffic signal warrant comparison and the accident experience, the previously stated recommendation is made.

DH:VPJ:nc
9-24-71


REDMOND
DESCHUTES COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 4,035
Scale in Feet
SHEET ARRANGEMENT
1
2
Revised September 1969
SHEET 1 OF 2 SHEETS
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R R DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
Intersection Investigated
T15S R13E W.M.
(MATCH TO SHEET 2)
N
MAPLE AVE. FAS 890
MAPLE AVE. FAS 782
TO MADRAS
97
W. LARCH AVE.
LARCH AVE.
RIMROCK DR.
KINGWOOD AVE.
JACK PINE AVE.
IVY
HEMLOCK AVE.
HEMLOCK AVE. FAS 926
GREENWOOD AVE.
FIR AVE.
ELM AVE.
DOGWOOD AVE.
CEDAR
BIRCH
ANTLER AVE.
ANTLER AVE. FAS 782
ANTLER FAS 926 AVE.
BLACK BUTTE BLVD.
CASCADE AVE.
DESCHUTES AVE.
EVERGREEN AVE.
E. EVERGREEN AVE.
FOREST
GLACIER AVE.
HIGHLAND HWY. NO. 15
MC KENZIE FAP 5
TO SISTERS
M.P. 111.94
M.P. 120.46
M.P. 121.39 HWY. 4
M.P. 0.00 HWY. 41
M.P. 121.51N HWY. 4
M.P. 111.94 HWY. 15
M.P. 121.57 HWY. 4
M.P. 0.00 HWY. 375
INDIAN AVE.
JUNIPER AVE.
KALAMA AVE.
LAVA AVE.
METOLIUS AVE.
NEWBERRY AVE.
OBSIDIAN AVE.
DE CLARK AVE.
ST. JOE
TAYLOR AVE.
LOUISE AVE.
PUMICE AVE.
QUARTZ AVE.
SISTERS AVE.
SALMON AVE. FAS 785
THE DALLES CALIFORNIA HWY. NO. 4
FAP 4
REDMOND BEND HWY. NO. 375
FAS 926
M.P. 0.58
122.31
WATERVIEW
TO BEND
OCHOCO HWY. NO. 41
FAP 5
126
M.P. 0.87
JUNIPER GOLF COURSE
DESCHUTES COUNTY FAIR GROUNDS
Lion's Lake
LOG POND
Pilot Butte Canal
OREGON TRUNK RAILWAY
NORTHWEST WAY
CANYON DRIVE
SOUTH CANYON DR.
WARSAW
JACKSON
FRANKLIN
RAILROAD BLVD.

DEPARTMENT OF TRANSPORTATION
OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Sixth Street S.bd. (US97) at Highland Ave. (US126)
Redmond

TRAFFIC SIGNAL WARRANT COMPARISON*

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	614	420 1/
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	209	105 1/
Interruption of Continuous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	614	630 1/
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	209	53 1/
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	614	420 1/
Average Hourly Ped. Volume Across Major St.-Same 8 hrs. (Highest volume crosswalk)	2	105 1/
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	6	5

---

* The hourly warrants are those prescribed in the National Manual on Uniform Traffic Control Devices for Streets and Highways.

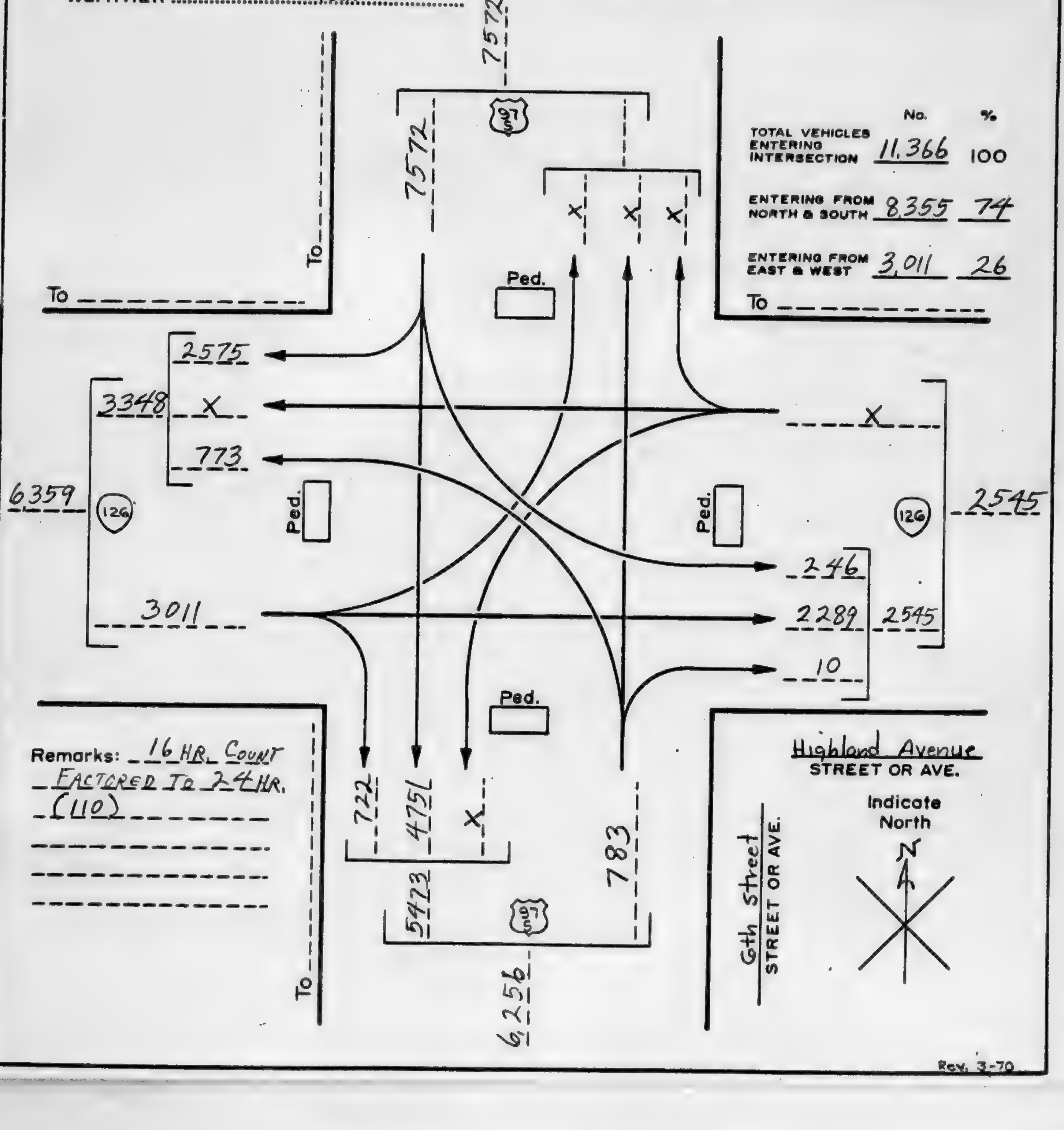
1/ Seventy percent of minimum warrant used due to fact that the subject intersection is in a community having a population less than 10,000.

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Sep't 16,17, 1971
DAY OF WEEK Thu. – Fri.
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT – HRS.
HOURS COUNTED –
WEATHER Clear

CITY OR COUNTY Redmond
INTERSECTION OF The Dalles-Calif. Hwy. No. 4
McKenzie Hwy. No. 15
MILE POST 121.50 (Hwy. 4)
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	11,366	100
ENTERING FROM NORTH & SOUTH	8,355	74
ENTERING FROM EAST & WEST	3,011	26

To

Remarks: 16 HR. COUNT
FACTORED TO 24 HR.
(110)

Highland Avenue
STREET OR AVE.

6th Street
STREET OR AVE.

Indicate North
N

Rev. 3-70

Rev. 3'70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUN

Date SEPT. 17 & 16 1971

Day of week FRI. & THU.

Hours counted 6:00 AM TO 10:00 P.M.

Weather CLEAR

Classification

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From Eas and Wes
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL			
A. M.	6:00– 7:00	–		22		83			57		1	14	14	191	120	63	7
	7:00– 8:00	6		73		180			117		1	39	35	451	295	65	15
	8:00– 9:00	17		124		196			155		1	46	47	586	385	66	20
	9:00–10:00	5		111		231			116		1	47	29	540	377	70	16
	10:00–11:00	13		163		316			126		1	41	41	701	534	76	16
	11:00–12:00	10		178		334			149		–	44	41	756	563	74	19
P. M.	12:00– 1:00	21		176		324			171		-	60	47	799	568	71	23
	1:00– 2:00	18		175		334			159		-	54	60	800	587	73	21
	2:00– 3:00	13		172		340			147		–	43	59	774	584	75	19
	3:00– 4:00	27		200		392			207		2	57	50	935	671	72	26
	4:00– 5:00	21		245		395			169		–	61	65	956	726	76	23
	5:00– 6:00	18		219		380			147		1	37	63	865	681	79	18
	6:00– 7:00	16		166		258			124		–	29	66	659	506	77	15
	7:00– 8:00	14		143		213			110		-	32	35	547	405	74	14
	8:00– 9:00	20		100		208			74		1	21	22	446	351	79	9
	9:00–10:00	5		74		135			53		-	31	29	327	243	74	8
	10:00–11:00																
	11:00–12:00																
A. M.	12:00– 1:00																
	1:00– 2:00																
	2:00– 3:00																
	3:00– 4:00																
	4:00– 5:00																
	5:00– 6:00																
24-Hour total		246		2575		4751			2289		10	722	773	11,366	8355	74	30
16-Hour total		224		2341		4319			2081		9	656	703	10,333	7596	74	27
__-Hour total																	
Control																	
Factor																	

6TH St. is North and South

HIGHLAND AVE. St. is East and West

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION

SUMMARY OF TRAFFIC COUNT

City or County: REDMOND
Intersection: 6TH & HIGHLAND
Mile Post: 121.50 (HWY. 4)
Classification:

Classification:

								ENTERING VOLUMES - SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
1	14	14	191	120	63	71	37	105		71	15				
1	39	35	451	295	65	156	35	259		156	36				
1	46	47	586	385	66	201	34	337		201	48				
1	47	29	540	377	70	163	30	347		163	30				
1	41	41	701	534	76	167	24	492		167	42				
-	44	41	756	563	74	193	26	522		193	41				
-	60	47	799	568	71	231	29	521		231	47				
-	54	60	800	587	73	213	27	527		213	60				
-	43	59	774	584	75	190	25	525		190	59				
2	57	50	935	671	72	264	28	619		264	52				
-	61	65	956	726	76	230	24	661		230	65				
1	37	63	865	681	79	184	21	617		184	64				
-	29	66	659	506	77	153	23	440		153	66				
-	32	35	547	405	74	142	26	370		142	35				
1	21	22	446	351	79	95	21	328		95	23				
-	31	29	327	243	74	84	26	214		84	29				
10	722	773	11,366	8355	74	3011	26	7572		3011	783				
9	656	703	10,333	7596	74	2737	26	6884		2737	712				

Tabulated by

Checked by

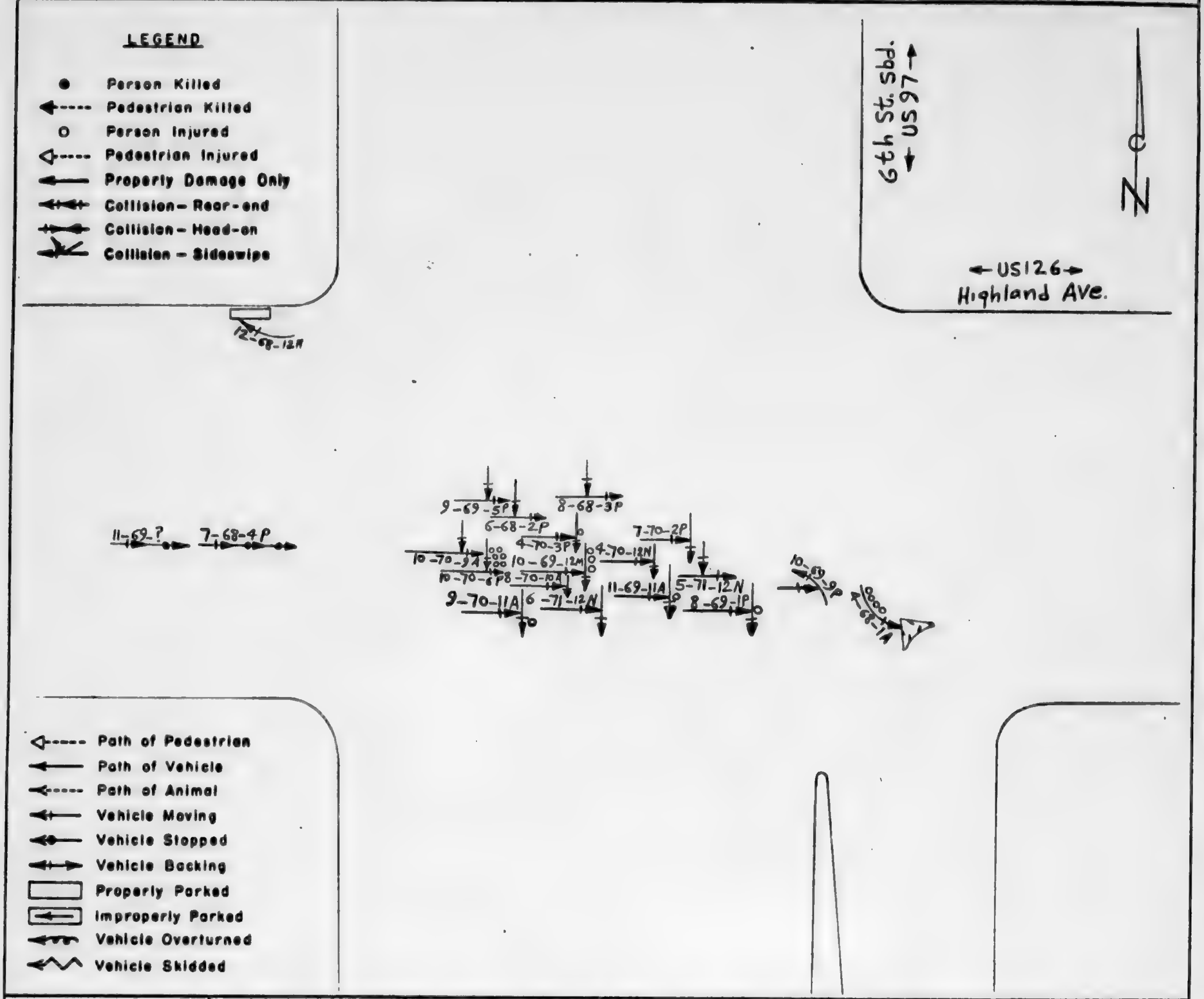
outh

Vest

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Redmond County Deschutes
Intersection of 6th St. Sbd. and Highland Ave.
Highway Number 4 (US 97) (MP. 121.50) 15 US126
Period Covered 1-1-68 To 7-31-71
Compiled by CS Drawn by Date 9-8-71



Collision Type	1968				1969				1970				7 Mos. 1971				TOTAL			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle			2	2		3	1	4		3	4	7			2	2		6	9	15
Head-on																				
Rear-end			1	1			1	1											2	2
Sideswipe																				
Turning Movement			1	1			1	1											2	2
Parking																				
Non-collision																				
Fixed Object		1		1														1		1
Pedestrian																				
Backing																				
Misc.																				
TOTAL		1	4	5		3	3	6		3	4	7			2	2		7	13	20

Form E-261-6-70

CITY OF REDMOND

DESCHUTES COUNTY, OREGON

455 SOUTH SEVENTH STREET
PHONE 548-2148
REDMOND, OREGON 97756

September 10, 1971

F. B. Klaboe
State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Under the program recently initiated whereby signalization is provided for cities with populations under 5,000, I would like to request that the project for the City of Redmond at 6th & Highland be scheduled for early investigation and construction. The 6th & Highland intersection is a very complex one and carries a good deal of traffic. I would like to request that traffic counts be started right away to help determine the signalization needs of this intersection.

The project has been discussed verbally with Mr. Bob Lammert, resident engineer, and with Mr. George of your office. I will be pleased to learn of your approval and early progress in this problem and hope that you will contact me if there is anything that we may do in the City of Redmond.

Sincerely yours,

CITY OF REDMOND

Edward D English
Edward D. English
City Administrator

EDE:f

SEP 13 1971

RECEI
SEP 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7709 Valley of the Rogue St. Park 1972
Int.-Calif. Line Sec., Pac. Hwy.
(Grade,pave,guardrail,sign) ■

ld

ger

– H. S. Coulter

REPORT OF SETTLEMENT OR DISPOSITION OF CASES OTHER THAN CONDEMNATION

File: L-7351

R-

Contract No. 7709

To be submitted to Commission: 9-19-78 **Approved by Commission:**

Name of Case: State ex rel Hoaglin Construction Co. v. M.C. Lininger & Sons, Inc., et al v. Department of Transportation **County:** Multnomah

Cause of Action: Breach of Contract

Demands of Plaintiff: $19,050.00

Settlement: $2,000.00

REMARKS:

M.C. Lininger and Sons was the general contractor on contract No. 7709 (Valley of the Rouge-Cal. Line Sec.), Hoaglin Construction Co. was the sub-contractor on the guardrail. Bill E. Brown (now District Engineer in Coos Bay) was the resident.

Hoaglin did a very poor job and was also late in performance. The State withheld liquidated damages from the general contractor, who, in turn withheld $19,050.00 from Hoaglin.

Hoaglin filed this case against Lininger to recover the $19,050.00. Lininger filed a third party complaint against the State claiming that if Hoaglin recovered a judgment, the State not Lininger should pay the damages.

Don Howe handled this case, until his assignment to other duties. He has worked with Bill Brown. Our defense is well documented and we should be able to show that Hoaglin's problems were of his own making. It is a "nasty little case" of the "you did - you did not" variety.

Some time ago Lininger's attorneys proposed a settlement whereby Lininger would pay $2,000.00 and the State would pay $2,000.00 to Hoaglin. After discussion with Bill Brown and Jack Sollis, Don agreed that he would recommend the State pay that amount for a complete settlement. This case is set for trial on November 28, 1978. Under the current settlement, Lininger is to pay $2,500.00 and the State $2,000.00. I strongly recommend the settlement as does Bill Brown. The practical reason is that it will cost $2,000.00 or more to defend. Also, although we have a good case there are no sure things in court. Mr Coulter concurred in the settlement.

Leslie B Hampton
Signature

RECEIVED
STATE HWY ENGR

7709

November 29, 1976

Blackhurst, Hornecker & Hassen
Attorneys at Law
P. O. Box 670
Suite 1 - 129 N. Oakdale
Medford, OR 97501

Attention: B. Kent Blackhurst

Gentlemen:

Reference is made to your letter of November 23, 1976, concerning M. C. Lininger & Sons, Inc. Contract No. 7709 in Jackson County.

As requested, we are attaching copies of the invoices which were attached to the Loggers and Contractors Supply, Inc. claim against Hoaglin Construction Co.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

Enclosure

BLACKHURST, HORNECKER & HASSEN
ATTORNEYS AT LAW
P. O. BOX 670 SUITE 1 - 129 N. OAKDALE
MEDFORD, OREGON 97501

B. KENT BLACKHURST
GREGORY T. HORNECKER
JOHN R. HASSEN

AREA CODE 503
TELEPHONE 779-8550

November 23, 1976

Mr. C. W. Head
Commission Services
Department of Transportation
State Highway Building
Salem, Oregon 97310

RE: M. C. Lininger & Sons, Inc. contract No. 7709, Valley of the Rogue Park Interchange - California Line Section of the Pacific Highway in Jackson County

Dear Mr. Head:

We represent Loggers and Contractors Supply, Inc. and have been assisting them in connection with their claim referred to in your letter to General Credit Service, Inc. dated October 15, 1976, of which a copy is enclosed herewith for reference.

The attorneys for M. C. Lininger & Sons, Inc. have asked us to supply copies of the invoices which comprise the subject claim and we are advised said invoices were supplied by our client to General Credit Service, Inc. when it was handling the claim and were filed with the Secretary of State as part of the claim. Your letter refers to the Secretary of State's file number 4893.

We are writing this letter to request that we be furnished copies of said invoices and we can assure you that any expense for such copies will be paid immediately upon being billed therefor.

It may be that we should be contacting the Secretary of State, rather than you, for the subject invoices and if this is so we would very much appreciate being so notified.

Thanks for your help.

Very truly yours,

BLACKHURST, HORNECKER & HASSEN

Kent Blackhurst

B. Kent Blackhurst

BKB:wh
Encl.
2:7950

[illegible]

77C.1

October 15, 1976

General Credit Service, Inc.
1307 West Main Street
P. O. Box 8
Medford, OR 97501

Attention: S. L. Stark

Gentlemen:

Reference is made to your letter of October 11 concerning the status of M. C. Lininger & Sons, Inc., Contract No. 7709, Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County.

Our records reveal that the claim against Hoaglin Construction Company in the amount of $1,014.67 plus interest was filed with the Secretary of State on December 27, 1974, and was assigned his File No. 4893. This job was accepted by the State on May 12, 1976. On May 26, 1976, we notified the surety and M. C. Lininger & Sons, Inc., the prime contractor, of the final contract amount.

The bond put up by the prime contractor assures completion of the job and payment of all bills incurred in it. Your claim was filed with the Secretary of State prior to the State's acceptance of this contract. Under the statutory provisions, you now have a cause of action against the contractor's surety for the amount of your claim if the action is commenced no later than two years after the acceptance date of the contract. In other cases similar to this, we have suggested contacting an attorney. You may wish to do the same.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:fkn:sr

GENERAL CREDIT SERVICE, INC.
RETAIL • COMMERCIAL • PROFESSIONAL
"Collections Since 1930"
POST OFFICE BOX 8 – 1307 W. MAIN ST.
TELEPHONE 773-7791
MEDFORD, OREGON 97501

Oct. 11, 1976

Oregon State Hiway Dept.
Attn: Mr. C. W. Head

RECEIVED
OCT 12 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SUBJECT Claim # 7709

Dear Mr. Head: On Dec. 23, 1974, we filed claim through your office for Loggers & Contractors Supply Co. against Hoaglin Construction Co. in the amount of $1,075.55. A reply at that time indicated that we would be notified if payment was made. We are wondering if there has been any change in the status of this account and would appreciate hearing from you.

Very truly yours,

GENERAL CREDIT SERVICE INC.

Stark
S. L. Stark

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROV AND/OR AUTHORIZATION 9-9-76

FEDERAL AID PROJECT NO.
HS-I-5-1(80)00

ATE PROJECT NO.
Valley of the Rogue-Calif. State Line

COUNTY NAME
Jackson

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Divison Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 21 '76
REFER TO
Cullen
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
3-8-72	*6-15-76	Interstate Route 5
		STATE ROUTE NUMBER
		Primary Route 1

GENERAL LOCATION:
I-5 California State Line North 45.85 miles

GENERAL DESCRIPTION OF WORK:
State Legal expense - contract claim.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (*Specify*) Legal expense
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 8-19-76 and based on the information regarding date of notification of claim the effective date for establishing state legal expense for contract claim in changed to June 15, 1976. (Ref. PR-1240 dated 8-25-76).

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9-9-76	G. K.	f Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7709

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-25-76

FEDERAL AID PROJECT NO. IS-I-5-1(80)00
STATE PROJECT NO. See below
COUNTY NAME Jackson
PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.
ITEM NO. I-695

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 26 '76
REFER TO [illegible]
FOR

DATE PS&E APPROVED 3-8-72	DATE AUTHORIZATION EFFECTIVE 6-1-76	FEDERAL ROUTE NUMBER Interstate Route 5	STATE ROUTE NUMBER Primary Route 1

GENERAL LOCATION:
"Rogue River Interchange - California State Line"

GENERAL DESCRIPTION OF WORK:
State Legal Expense - Contract Claim

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Legal Expense
Total estimated cost - $2,000
Federal Funds - $1,840

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

I approve the legal expense for the subject claim (data submitted and supported by State Force Order #1) and you are authorized to establish the account under provisions of FHPM 1-4-2.4.

DATE 8-25-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hossner fr	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

SP*79602-734

7709

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

June 24, 1976

Donald J. Howe
Assistant Attorney General
Trial Division
106 State Office Building
Salem, OR 97310

Dear Mr. Howe:

As you requested, we are enclosing copies of correspondence and documents as you designated from our file on Valley of the Rogue Park Int.-California State Line Section, Contract No. 7709, F.A. Project No. EHS I-5-1(80).

This relates to the lawsuit filed by subcontractor Hoaglin.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fr

Enc.

cc: E. S. Hunter
Alfred Shirley, Jr.

RECEIVED
STATE HWY ENGR
JUN 24 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3123

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 731-[illegible]

STATE COPY

779

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 9	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 5/28/76	REPORT MADE BY T. P. Lowe, Area Engr		PROJECT NO. I-5-1(80)
COMPLETION DATE 5/4/73	ACCEPTANCE DATE BY CONTRACT AGENCY 5/12/76	TIME ELAPSED -- %	CONTRACT TIME --
APPROVED EXTENSIONS 34	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JUN 01 1976
Washington

NOTED
E. S. HUNTER

VALLEY OF THE ROGUE PARK INTC.-CALIFORNIA LINE
PACIFIC HIGHWAY
Grading, Paving, Guardrail & Signing

1. Contract Time:

Following the final inspection the contractor was granted a 34-day time extension. Liquidated damages were charged for 117 days @ $150.

2. Potential Claim:

The State advises of a possibility of future contractor claim on the project.

RECEIVED
STATE HWY ENGR
JUN 2 '76
REFER TO
Cy - Consts
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/28/76	TITLE District Engineer	DATE 6/1/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY 709

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 90-3 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel* — 2 4 5 8 9 12 13 15 / 16 18 19 22 23 24 25 27 28 30 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE: Oregon	COUNTY: Jackson	FEDERAL PROJECT NO.: EHS-I-5-1(80)00	URBAN ☐ RURAL ☒

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		Y101 Y030 Y002		DATE STARTED April 27, 1972
20	FINAL CONSTRUCTION COST	DOL.	690,333		DATE COMPLETED May 4, 1973
21	LENGTH OF PROJECT	MILES	45.85		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse)* *(REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 17,868	GROSS EARNINGS 120,434

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	291,740	
	9	PETROLEUM PRODUCTS	GAL.	11,980	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD. BD. FT.	2.5	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	15,140	
	8	STRUCTURAL STEEL	LB.	38,230	
	10	EXPLOSIVES	LB.	-	
CARD E	11	READY MIXED CONCRETE	CU. YD.	271	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	1,977	
	15	AGGREGATES PRODUCED	TON	14,122	
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	3,500	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	35,436	
	19	BRIDGE RAIL	LIN. FT.	-	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	87,769	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	34,986	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	115
		12	64
		48	34
		72	12
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		8	358
		18	4,290
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

7709

15

May 26, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On May 17, 1976, we wrote to you concerning release of final payment on Contract No. 7709 awarded to M. C. Lininger & Sons, Inc., for work on the Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County.

Final payment on this contract is $945.63 and the total contract amount is $690,332.65 including $4,246.66 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

May 26, 1976

TO G. L. Green, Division Administration
Federal Highway Administration

Federal-aid Project
No. EHS-I-5-1(80)00

FROM

C. T. Keasey
Construction Engineer

Request Federal-aid Project Acceptance

Contract 7709, Work Completed May 5, 1973

Project Valley of The Rogue Park Intchge.-California Line

Highway Pacific

County Jackson

Acceptance: Transportation Commission May 12, 1976

Federal Highway Administration May 10, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR 47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

Note: There is a possibility of a future claim on this project.

DC:md

cc: R. Hacek
R. D. Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem

May 11, 1976

RDChurch for

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

TO: F. B. Klaboe, Administrator
and State Highway Engineer

Contract No. 7709, Work Completed May 4, 1973

Project Valley of the Rogue Park-Calif. State Line

Highway Pacific, County Jackson

Type of Work Grading, Paving, Guardrail and Signing

Contractor M. C. Lininger & Sons, Inc.

Recommended Acceptance Date May 12, 1976

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:bb

cc: E. S. Hunter
H. S. Coulter
W. J. Hart
R. D. Church

APPROVED
FBKlaboe
STATE HIGHWAY ENGINEER
DATE: 5-13-76

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Letter Written
5-17-76

7169

12

May 17, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 7709 awarded to M. C. Lininger & Sons, Inc., for work on the Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County was completed on May 4, 1973, and accepted by the Administrator and State Highway Engineer on May 12, 1976.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 22, 1976.

You have been previously notified of claims filed against the contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
A. Shirley

7709

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

Frohnmayer & Deatherage
Attorneys at Law
P.O. Box 1726 - 39 South Central
Medford, OR 97501

January 30, 1975

Attention: Mr. William G. Purdy

Re: Contract No. 7709
Valley of Rogue Park Int.-
California Line Section

Dear Mr. Purdy:

This will confirm the time of 2:00 P.M. Friday, February 7, 1975 for a meeting in the small conference room of the State Highway Building in Salem.

Very truly yours,

C. T. Keasey
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fr

cc: H. S. Coulter
J. X. Wilson

NOTED
H.S. COULTER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING SALEM, OREGON 97310

NOTED
H. S. COULTER

December 11, 1974

Mr. Jack Sollis
Assistant Attorney General
Justice Department
211 State Highway Building
Salem, OR 97310

Re: Contract No. 7709
Valley of the Rogue Park Int.-
California Line Section

Dear Mr. Sollis:

Attorney William Purdy called me this afternoon to discuss further his December 6 letter (which I just received today and a copy also went to you). His main concern seemed to be the time limit for having a "review" of the unresolved matter on this contract. I told him if it just concerns a time extension, there was no need for concern right now about time for requesting reconsideration. Their first request was answered under date of November 6, 1974. Other claims would be subject to timely notice eligibility and we have no other specific claims to my knowledge.

I had earlier today advised Mr. Coulter of Purdy's letter and discussed the merit and possible time for a meeting (not a Claim Board Review) with the contractor. Scott would like to attend such a meeting, but would not be available until the second week of January. In our phone conversation, Attorney Purdy said he would not be available until about mid-January.

It was agreed that we will contact Purdy about January 15 to arrange a meeting. I will also contact you by then, but am leaving any formal reply to this December 6 letter to you.

Very truly yours,

C. T. Keasey
Construction Engineer

By

John A. Bond
Construction Administration Engineer

JAB:fr

cc: H. S. Coulter
Alfred Shirley Jr.

RECEIVED
DEC 12 1974
Office of
Assistant State Highway Engineer

FROHNMAYER & DEATHERAGE
ATTORNEYS AT LAW
P. O. BOX 1726 - 39 SOUTH CENTRAL
MEDFORD, OREGON 97501

OTTO J. FROHNMAYER
W. V. DEATHERAGE
STUART E. FOSTER
WILLIAM G. PURDY
DOUGLAS P. CUSHING
JAMES L. SUTHERLAND

TELEPHONE
A/C 503 773-8425

December 6, 1974

Routing
Koosey
RECEIVED
Scofield
Bond
Glenn
Jackmond
DEC 11 1974
Borg
Harwood
Johnson
CONSTRUCTION
SECTION
Walker

Mr. Jack Sollis
Assistant Attorney General
Dept. of Justice
106 State Street
Salem, Oregon

Mr. John Bond
Oregon State Highway Dept.
Oregon State Highway Building
Salem, Oregon

Vern Hoaglin Construction Co., Inc. -
Lininger Matter

Gentlemen:

I received a letter from the attorney for Vern Hoaglin Construction Co., Inc. indicating that he had talked to you. I have been requested by Mr. Willis to request a review of their case before the administrative review board. The purpose of this letter is to notify you that Hoaglin requested such a review and would also appreciate the opportunity of an informal conference to supplement the proof of the claim before the review is conducted.

Please accept this letter as official notification of such request and advise me when such a meeting could be held.

Very truly yours,

William G. Purdy

WGP/cla

cc: Mr. Donald Joe Willis
M. C. Lininger & Sons, Inc.

7709

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

4893

FILED
DEC 27 1974
CLAY MYERS
SECRETARY OF STATE

December 26, 1974

General Credit Service, Inc.
1307 West Main Street
P. O. Box 8
Medford, OR 97501

Attention: S. L. Stark, President

NOTED ON CARD
1-3-75

Gentlemen:

This is in reply to your claim letter of December 23 with attached invoices on behalf of Loggers and Contractors Supply, Inc. which states that Hoaglin Construction Co. owes them for materials in the amount of $1,014.67 plus interest.

This appears to be in connection with the M. C. Lininger & Sons, Inc. Contract No. 7709, Valley of the Rogue Park Interchange-California Line Section in Jackson County.

The United Pacific Insurance Company, Fidelity & Surety Department, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on this contract. We will advise them of the receipt of this claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CWH:rw

cc: United Pacific Insurance Company
Fidelity & Surety Department
P.O. Box 1216
Tacoma, WA 98401

M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

GENERAL CREDIT SERVICE, INC.

PROFESSIONAL DIVISION • *Medical-Dental-Hospital Bureau*
1307 WEST MAIN STREET • P. O. BOX 8 • TELEPHONE 773-7791

AMERICAN COLLECTORS ASSOCIATION INC.

S. L. STARK • T. N. TIBBUTT
MEDFORD ◇ OREGON 97501

Dec. 23, 1974

State Of Oregon
Dept. of Transportation
Highway Bldg.
Salem, Oregon 973 10

Gentlemen:

Notice hereby is given that the undersigned, General Credit Service Inc. has a claim for materials (per attached invoice copies) furnished by Loggers and Contractors Supply, Inc. 3015 Crater Lake Hiway, Medford, Oregon 97501 in the sum of $1,014.67 plus interest to date of payment at the rate of %6 per cent per annum against the bond taken from United Pacific Insurance Co. P O Box 1216 Tacoma, WA for Hoaglin Construction Co. sub-contracting for M. C. Lininger & Sons Inc. for contract #7709, Valley of the Rogue Park Interchange- California Line Section of the Pacific Highway in Jackson County, Oregon.

Very truly yours,

GENERAL CREDIT SERVICE INC.
Assignee

S. L. Stark, Pres.

RECEIVED
DEC 26 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

:: COLLECTIONS SINCE 1930 ::

No. 12504

LOGGERS AND CONTRACTORS SUPPLY, INC.
3015 CRATER LAKE HWY.
MEDFORD, ORE. PHONE 779-4124

SOLD TO Hoaglin Const. Co

DATE 3/22/73

CUSTOMER'S ORDER Reynolds

DELIVERED TO OR SHIPPED TO

TERMS

		UNIT	PRICE	DISC.	EXTENSION	
216	ft ½" [illegible] Orchard Hot hose		1 29		278	[illegible]
426	ft 421-6 Parker Hose	ft	1 13	20	481	[illegible]
300	ft 518A-6 — "	ft	.87	20	131	[illegible]
2	20651-6-6 Parker		1 52		3	04
2	20351-6-6 "		2 [illegible]		4	94
10	20130-8-8 "		2 [illegible]		20	[illegible]
1	½" King Hose Nipple					[illegible]
1	½" Band Applied					[illegible]
4	20130-6-6 Parker		1 [illegible]		6	76
2	5000-4 Parker		7 50		15	00
6	4000-3 "		5 60		33	60
					985	[illegible]

WIRE ROPE **LOGGING, CONSTRUCTION** **MILL SUPPLIES** **EXPLOSIVES**

No. 12505

LOGGERS AND CONTRACTORS SUPPLY, INC.
3015 CRATER LAKE HWY.
MEDFORD, ORE. PHONE 779-4124

DATE 3/22/73

CUSTOMER'S ORDER Reynolds

DELIVERED TO OR SHIPPED TO

TERMS

SOLD TO Hoaglin Concrete Co.

		UNIT	PRICE	DISC.	EXTENSION
3	#36 Hose Clamps		.48		1 44
1	1/2 x 3/8 pipe bushing				75
1	3/8 90° st ell				[illegible]
1	3/8 x 1 1/2 pipe nipple				30
1	Re welding your sign brackets				5 00
					$12 [illegible]

Paid [illegible] ([illegible])

WIRE ROPE LOGGING, CONSTRUCTION MILL SUPPLIES EXPLOSIVES

No. 12419

LOGGERS AND CONTRACTORS SUPPLY, INC.
3015 CRATER LAKE HWY.
MEDFORD, ORE.   PHONE 779-4124

[illegible]

DATE 3/21/73

CUSTOMER'S ORDER

DELIVERED TO OR SHIPPED TO

TERMS

		UNIT	PRICE	DISC.	EXTENSION
10	ft 1" [illegible] Water		1.14		11.40
	Hose				
1	1" [illegible]				.85
1	1" [illegible]				1.00
1	1" [illegible]				5.05
					18.30

E ROPE   LOGGING, CONSTRUCTION   MILL SUPPLIES   EXPLOSIVES

770?

UNITED PACIFIC INSURANCE COMPANY
Suite 600 - Lloyd Building
700 N. E. Multnomah
Portland, Oregon 97232

December 12, 1974

General Credit Service, Inc.
1307 W. Main Street
P.O. Box 8
Medford, Oregon 97501

#7709

Re: Loggers & Contractors Supply, Inc. vs. Hoaglin Construction Co.

Gentlemen:

Your letter to the Oregon State Highway Department has been referred to our Portland Office by a circuitous route from the State Highway Department to our Home Office, and eventually back down here. Now that we have established the routing, I regret that there is no subcontract bond in force covering Hoaglin Construction Co.'s subcontract ~~bond~~ to M. C. Lininger & Sons, Inc. What the proper procedure would be for you to file in view of the fact that we have no bond for the subcontract would be a matter for you to discuss with the Highway Department or possibly M. C. Lininger & Sons, Inc.

Very truly yours,

UNITED PACIFIC/RELIANCE

Ralph B Chamberlain

Ralph B. Chamberlain
Bond Manager

RBC:rr

cc: Oregon State Highway Dept.
Highway Building
Salem, Oregon 97310
Attn: C. W. Head, Mgr. - Administrative Services

George Norberg - U.P. Head Office

RECEIVED
DEC 16 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

December 11, 1974

General Credit Service, Inc.
1307 West Main Street
P. O. Box 8
Medford, OR 97501

Attention: S. L. Stark

Gentlemen:

Reference is made to your letter of December 6, 1974, concerning Loggers & Contractors Supply Inc. vs. Hoaglin Construction Co. for goods and services rendered on a highway construction contract.

From the description given in your letter, this appears to be in connection with M. C. Lininger & Sons, Inc., Contract No. 7709, Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County. This contract was completed on May 5, 1973, but has not yet been accepted by the Highway Division.

The United Pacific Insurance Co., P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim may be filed in this office. We will acknowledge receipt of the claim, file it with the Secretary of State, and notify the surety and the prime contractor. Attached are excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw

Attachment

GENERAL CREDIT SERVICE, INC.

PROFESSIONAL DIVISION • *Medical-Dental-Hospital Bureau*

1307 WEST MAIN STREET • P. O. BOX 8 • TELEPHONE 773-7791

AMERICAN COLLECTORS ASSOCIATION INC.

S. L. STARK • T. N. TIBBUTT

MEDFORD ◇ OREGON 97501

Dec. 6, 1974

Oregon State Hiway Dept.
% Mr. C. W. Head
Mgr. Adm. Service
Highway Bldg.
Salem, Oregon 97310

Re: Loggers & Contractors Supply Inc. vs Hoaglin Construction Co.

Dear Sir:

The above account has been assigned to General Credit Service Inc. for collection. The amount represents goods and services rendered for highway work from Valley of The Rogue Park South in Jackson County. Claim # 7709. Prime contractor was M. C. Lininger & Sons Inc.

Would you please advise the proper procedure for the filing of this claim? Any help you can give us would be appreciated.

Very truly yours,

GENERAL CREDIT SERVICE INC.

S. L. Stark

cc: United Pacific Co.

RECEIVED
DEC 9 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

:: COLLECTIONS SINCE 1930 ::

7709

November 6, 1974

M. C. Lininger & Sons, Inc.
Post Office Box 1145
Medford, Oregon 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7709 for work on the Valley of the Rogue State Park Interchange-California State Line Section on the Pacific Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 34 days is granted because of A.C. quantity overrun (15 days), guardrail corrective and added work (E.W.O. 9 and P.A. 10 (10 days) and an adjustment of 9 days for time counted in December 1972 during extreme cold weather when no work was performed.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog

JAB:fr srb

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 8, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 180 days to 342 days, within which to complete our Contract No. 7709, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached correspondence.

Respectfully submitted,

M. C. Lininger & Sons Inc.
Contractor

By Rodney B Miller
Rodney B. Miller

CONSENT OF SURETY

Date May 10, 1974

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren
Attorney-in-fact
H. T. Duren,

(SEAL)

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Resident Agent
1929 Georgia Pacific Building
Portland, Oregon

By Ethel Wolf
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7709 Contractor M. C. Lininger & Sons, Inc.

Highway Pacific

Section Valley of the Rogue Park Intch.-Calif. Line

Kind of Work Grading, Paving, Guard Rail and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] or **GRANTED**. The reasons for such recommendation are as follows:

Recommend a ~~22~~ 34-day extension of time due to A.C. quantity overrun and guard rail corrective and added work (E.W.O. 9 and P.A. 10.) & 9 days counted during extreme winter weather of Dec. 1972.

Contract No.	7709
Project designation	EHS-I-5-1(80)00 State-Federal
Date awarded	4-4-72
Work started	4-27-72
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

Recommended for Approval:

J. K. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

SP*6296-734

LININGER

May 8, 1974

We respectfully request a time extension of llworking days, or 15 calendar days due to a 68% (796.5 tons) over-run on Item 10 Class B Asphalt. Said item was a critical item and actually extended the life of the contract 15 calendar days. It took 26 days to lay 1976.95 tons for an average of 76 tons per day. 796.95/76 = 11 working days.

M. C. Lininger & Sons Inc.

Rodney B Miller

by Rodney B. Miller

GENERAL CONTRACTORS, P.O. BOX 1145, MEDFORD, OREGON 97501 (503) 779-2303
EQUAL OPPORTUNITY EMPLOYER

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS "ROBCAL"
ROBERT T. MAUTZ (1903-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.

STEPHEN B. HILL
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR
DONALD JOE WILLIS
J. LAURENCE CABLE
GREGORY W. BYRNE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JAMES L. FITZGERALD
JOHN G. CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL

EDWIN D. HICKS
COUNSEL

April 25, 1974

Mr. William G. Purdy
Frohnmayer and Deatherage
Attorneys at Law
P O Box 1726
39 So. Central
Medford, Oregon 97501

Re: Vern Hoaglin Construction Co., Inc.
M. C. Lininger & Sons, Inc.
Valley of the Rogue Park Interchange
California Line - Contract No. 7709

Dear Mr. Purdy:

Rockne Gill of this office has previously discussed with you the matter of a time extension for our client Vern Hoaglin Construction Co., Inc. I discussed the same matter with you more recently.

Please consider this letter a formal request that you immediately forward and present to the appropriate representative of the State a formal request for time extension on behalf of Vern Hoaglin Construction Co., Inc.

The requested extension should be for a total of 146.5 days. It is believed that the State and your client M.C. Lininger & Sons, Inc., are and were fully aware of the conditions which delayed or prevented completion of the work involved from the date the conditions arose.

These conditions include severe, adverse weather conditions such that the State shut down jobs on either side of the above-referenced project, while the above-referenced project was required to continue. Interference by State representatives on the project toward employees and representatives of Vern Hoaglin Construction Co., Inc., State errors which had caused misalignment of Vern Hoaglin Construction Co., Inc.,'s work, and other delays occasioned by errors or changes in the plans, quantities and specifications of the contract, and the failure of the State, its representatives and other contractors to act promptly in carrying out their obligations and duties, all of which actually increased the time required for the completion of the work to be done under the contract.

In addition, on November 10, 1972, a letter was sent to M. C. Liniger & Sons, Inc., stating that their delay in completing a curbing had delayed Vern Hoaglin Construction Co., Inc., at least three weeks.

By letter of November 27, 1972, Vern Hoaglin Construction Co., Inc., notified M. C. Lininger & Sons, Inc., and the Oregon State Highway Department that bridge connections could not be completed per the plans due to a misalignment of the guard rail posts. Both were apprised that a considerable amount of time was already lost because of this problem, and corrective action was sought at that time.

The State, by letter of December 1, 1972, to Hoaglin Construction Co., Inc., acknowledges their error in this regard, but denies that the error delayed the progress of the project. The State further, by letter of December 4, 1972 to Vern Hoaglin Construction Co., Inc., acknowledges that improper materials were delivered to the project.

From December 1, 1972 through May 1, 1973, both sides of the project adjacent to the area here involved were shut down because the weather made the area hazardous. But for a stop work order effective at noon on December 29 through midnight January 1, 1973, for reasons caused by holiday traffic and a period from December 4 to December 13, which was allowed by special request, Vern Hoaglin Construction Co., Inc., was given no type of credit or extension of time to preclude the imposition of liquidated damages even though contractors involved in the projects on both sides of the instant project were shut down.

I have enclosed what documentation I can put my hands on quickly and ask that it and a copy of this letter be forwarded with the request.

Mr. William G. Purdy
April 25, 1974
Page three

If further information and detail is needed, please advise. We will do our utmost to provide it and cooperate in any manner possible to have this matter resolved in an expeditious manner.

Very truly yours,

Donald Joe Willis

JW:mj
encls

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 537, Cornelius, Oregon 97113
(503) 648-3148

March 21, 1973

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Attention: Fred Klaboe

Dear Fred:

Thank you for your time in reviewing our short summation of problems faced on Valley of the Rogue project.

As discussed this project has caused us much grief and great loss to which we hope some relief can be made and problems remedied.

Should additional information be needed or if we can assist in any manner, feel free to contact us, we will be pleased to help.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Vern Hoaglin

Vern Hoaglin

RW/sb

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3143

March 21, 1973

Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon

Dear Mr. Baldwin:

Thank you for your time and consideration in listening to our short summation of problems which have caused our firm to do one project three times over.

We hope that your review of this matter will be favorable. Should we be able to assist in any manner please contact us.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Vern Hoaglin

Vern Hoaglin

RW/sb

An Equal Opportunity Employer

OREGON STATE
HIGHWAY DIVISION

P. O. Box 368 * Medford, Oregon * 97501 * Phone 773-4198

December 27, 1972

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Re: Valley of The Rogue Inter - California Line
Contract 7709
Jackson County

Attention: R. B. Miller

Dear Sir:

Please be advised that we are issuing you a stop work order effective at 12:00 noon on December 29, 1972 and continuing until midnight January 1, 1973.

Any work on or adjacent to the roadway would constitute a hazard to the traveling public during this holiday period. We will not assess you workdays for this period.

Please advise your subcontractors of this work restriction.

Very truly yours,

B. E. Brown
Resident Engineer

By: Wm H. Maude
Wm. H. Maude
Assistant Resident Engineer

cc: L. H. Young
C. T. Keasey
J. H. Versteeg

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

December 22, 1972

Oregon State Highway Department
2692 N. Pacific Highway
Medford, Oregon 97501

RE: Contract 7709

Gentlemen:

We here-in request a project closure especially in respect to chargable days against the project beginning December 4th to December 18th of 1972: This request is made on the fact that harsh weather conditions including snow and ice prevented our men and equipment to perform contract work.

Another factor which undermined working in this period was the hazardous road & traffic conditions that our crews were subjected to work beside which became an immediate threat to their safety and health.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Vern Hoaglin sb

Vern Hoaglin

RW/sb

OREGON STATE
HIGHWAY DIVISION

P. O. Box 368 Medford, Oregon 97501 Phone 773-4198

December 4, 1972

Vern Hoaglin Const. Co., Inc.
P. O. Box 587
Cornelius, Oregon 97113

Re: Bridge Connections
Valley of The Rogue Park Inter - California Line
Contract #7709
Pacific Highway

Dear Sir:

In regards to the bridge connections on the above subject project we have found the problem is not a wrong radius specified but one of the wrong lengths of delivered to the project. A check of Drawing No. 23257 shows the required length to be 6'-0" overall and the radius sections delivered are 6'-11" overall. With the correct rail installation, problems should be considerably less.

Your letter of November 27, 1972 requests instructions from the Highway Division on the bridge connection problem. We feel that with the use of material as specified, there will be no problem or need for instructions.

R. E. Brown
Resident Engineer

cc: M. C. Lininger & Son
J. H. Versteeg
C. T. Keasey

OREGON STATE
HIGHWAY DIVISION

P. O. Box 368 Medford, Oregon Phone 773-4198

December 1, 1972

Hoaglin Constr. Co. Inc.
P. O. Box 587
Cornelius, Oregon

Re: Contract No. 7709
Valley Rouge Park-
Calif. Line Section
Pacific Highway

Dear Sir:

In reply to your letter of November 27, 1972 we will forward to you a list of the required modified radii for bridge end connections as soon as we have calculated them. In view of the amount of work left on the guard rail installation we feel that the lack of correct end pieces are not currently delaying the progress of this project.

While we are aware that the problem exists on these end pieces it should be noted that part of the problem is guard rail posts which were not installed as staked.

Yours Truly

B. L. Brown
Resident Engineer

Wm McCarde

By Wm Mardie
Asst. Resident Engineer

cc J. H. Versteeg
M. C. Lininger & Sons, Inc.

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

November 27, 1972

Oregon State Highway Department
2692 N. Pacific Highway
Medford, Oregon 97501

Attention: Mr. Bill Brown

RE: Contract 7709
Valley of the Rogue

Gentlemen:

Since the end of October, when we first became aware that the bridge connections could not be completed as per the plans due to the misalignment of the guardrail posts, we have repeatedly tried to get a commitment from you as to what is expected of us.

In order that we may efficiently shcedule our personnel and equipment it is imparative that we hear from you as to the work we will have to do in accordance with Section 104 and Section 109 of the Standards Specifications.

As a considerable amount of time has already been lost we feel it is of the utmost importance that we start on this corrective work immediately.

If there is anything we can do to expedite this matter please contact us at your earliest convenience.

Yours truly,

VERN HOAGLIN CONSTRCTION CO., INC.

Vern Hoaglin

CO/sb
cc M. C. Lininger & Sons, Inc.

An Equal Opportunity Employer

VERN HOAGLIN CONSTRUCTION CO., INC.
P. O. Box 587, Cornelius, Oregon 97113
(503) 648-3148

November 10 1972

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

RE: Contract 7709

Gentlemen:

We need to hang the rail on the sill where your curb is to be installed in order to complete the guard rail for painting.

We have needed the above for three weeks and would appreciate your cooperation in expediting this work.

Yours truly,

VERN HOAGLIN CONSTRUCTION CO., INC.

Vern Hoagli
Vern Hoaglin

RL/sb

77[illegible]

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 1, 1974

In reply refer to: 1041DB.3

SUBJECT: Oregon Project I-5-1(80)00
Valley of the Rogue State Park Interchange - California State Line Section
Time Extension Request

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in a 34-day extension of time as supported in Mr. Coulter's memorandum of October 30, 1974.

for G. K. Hossner
G. L. Green

RECEIVED
NOV 4 1974
Office of
Assistant State Highway Engineer

11-4-74
[illegible]

YE[illegible]
4 '74
REFER TO
[illegible]
FOR
✓

A. L. JO

NOTED
H.S.COULTER

7709

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

File: CON 5

October 30, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY H. S. COULTER

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request
Valley of the Rogue State Park Interchange-
California State Line Section
F.A. Project No. EHS-I-5-1(80)00
Contract No. 7709

M. C. Lininger & Sons, Inc., contractor for this grading, paving, guardrail and signing project, has requested an additional 162 calendar days to complete the project without assessment of liquidated damages. The contractor cites an overrun of Class B asphalt as causing a delay to the completion of the project. The request also includes correspondence from an attorney for a guardrail subcontractor, Vern Hoaglin, who claims delays caused by errors and changes in the contract plans and failure of State representatives to act promptly in carrying out their responsibilities.

Class B asphalt concrete contract quantity (bid item 10) was 1,180 tons, but 1,977 tons were actually required to complete the contract, or an overrun of approximately 68 percent. This was low production work and 26 days were required to perform the paving intermittently from late August to mid-November. Using the project paving average of 76 tons per day, the originally estimated quantity would have been placed in 15-1/2 workdays, with the remaining 10-1/2 workdays due to the overrun. This additional paving time converts to 15 calendar days.

The Resident and Region recommend a 7-day extension in the category of restaked and added work on guardrail--based on actual time for Extra Work Order 9 and Price Agreement 10 which should also be expanded by 7/5ths to 10 days. This is recommended.

In reviewing the job record and progress, we find an inconsistency relative to the two weeks of extreme cold weather in December 1972. Four days were arbitrarily deleted from the day count during this interval, but the records indicate the contractor actually worked only one day between December 2 and December 16, and we do not believe it was practical to work more. This extreme weather approached an "act of God" in some parts of the State and has been recognized accordingly. We propose to delete the remaining 9 days counted during this period when no work was performed as a part of this time extension.

Your concurrence is requested in a 34-day extension of time. This would reduce the time for liquidated damages to 117 days at $150 per day.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

JAB:fr ia

7709

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 21, 1974

FILE: CON 5 #7709

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Valley of the Rogue State Park
Intch.-Calif. State Line Section
F.A. No. EHS-I-5-1(80)00
Contract No. 7709
Time Extension Request

M. C. Lininger & Sons, Inc., contractor for the subject grading, paving, guardrail, and signing project, has requested an additional 162 calendar days to complete the project without assessment of liquidated damages. The contractor cites an overrun of Class B asphalt as causing a delay to the completion of the project. The request also includes correspondence from an attorney for a subcontractor, Vern Hoaglin, who claims delays caused by errors and changes in the contract plans and failure of State representatives to act promptly in carrying out their responsibilities.

Class B asphalt concrete (Bid Item 10) was estimated at 1, 180 tons for bid purposes but 1, 977 tons were actually required to complete the contract for an overrun of approximately 68 percent. This was low production work and 26 days were required to perform the paving intermittently after late August. Using the project paving average of 76 tons per day, the originally estimated quantity would have been placed in 15-1/2 workdays with the remaining 10-1/2 workdays due to the overrun. This additional paving time converts to 15 calendar days.

The Resident and Region recommend 7 days extension in the category of corrective and added work. This is based on actual time for E.W.O. 9 and P.A. 10. This seems very reasonable.

I have reviewed the project file and quantities and find no other reasons for extension. The project was 87 percent done when the time ran out October 28, 1972. Reports indicate from 5 to 12 people working every week on through February. A stop work order was then in effect March 2 to 21 awaiting suitable weather to paint guardrail and up to 4 people were on this in April. I see no legitimate way to stop the time count sooner. Guardrail and barrier items underran bid quantities. Engineering is over 10 percent ($7, 000 +).

I note that the attorney criticizes the time count being stated in straight calendar days. I find when the project was approaching bid stage, it was questionable whether it would be bid in March or April. (It was actually March 30) Had it been in April, the 6 months allowed would have run to late November. In that situation, we have deliberately been going to calendar days (no dormant period) so the liquidated damages start to accrue. Otherwise the job could be done three months late and yet have no liquidated damages.

Based on the above, I concur that the contractor be granted a 22-day extension of time. This would reduce the time for which liquidated damages are being assessed to 139 days at $150 per day for a total of $20,850.

This is a "Federal-aid Interstate Highway Project" and any adjustment of contract time will require the concurrence of the FHWA. Rough draft letter to FHWA requesting their approval and letter to the contractor are attached.

This was Revised - to 34 days.

JAB:WR:fr

Att.

cc: V. L. Gallagher

7709

8

July 2, 1974

United Pacific Reliance Insurance Company
728 St. Helens Avenue
Tacoma, WA 98402

Attention: Robert L. Miller
Bond Claim Department

Gentlemen:

This is to acknowledge receipt of your letter of June 26, 1974, concerning M. C. Lininger & Sons, Inc., Contract No. 7709 Valley of the Rogue Park Interchange-California Line Section on the Pacific Highway in Jackson County.

This contract was completed on May 5, 1973, but has not yet been accepted by the Highway Division.

As requested, we are attaching Estimate No. 16 post semi-final of the contract payment voucher.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH/rw

Attachment

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER – COVER SHEET

PAYEE

. C. Lindinger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

HIGHWAY FUND WARRANT NO. 9064

Paid 9/7/73

AMOUNT $ 14,000.00

For payment of accounts incurred by the State Highway Division by authority of O.R.S. 366.435.

CONTRACT NO. 7709

ESTIMATE NO. Est. 16 Post Semi-Final

PERIOD COVERED: to 5-4-73

APPROVED:

CONSTRUCTION ENGINEER

This claim has been authorized in the above amount:

1871-648-3148

(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

Sandy

I, ________________ certify that I am ________________

________________ (IF FIRM OR CORPORATION, STATE CAPACITY) that I have knowledge of the within described and attached claim; that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(SIGNATURE)

SON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY JACK[illegible]

HIGHWAY PACI[illegible]

SECTION VALL Y OF THE [illegible] PARK INT[illegible]

CONTRACT NO. 77 9

FEDERAL AID PROJECT NO. [illegible]5105[illegible]1030

NO.	ITEMS	UNIT	UNIT PRICE	QUANTITY TO
001	1P T[illegible] DIRECT TRAFFIC	LUM SUM	[illegible]000,0000	100
002	1P CLEARING AND GRUBBING	LUMP SUM	25000,0000	100
0	1P REMOVAL OF STRUCTURES [illegible]OBSTRUCTIONS	LUMP SUM	[illegible],000	100
00	1P DITCH EXCAVATION	CU YDS	5,0000	56
00	1P EMBANKMENT IN PLACE	CU YDS	3,5000	9,652
004	1P TRENCH EXCAVATION	CU YDS	5,0000	769
00	1P WATERING	M-GALS	1,0000	260
010	1P CLASS B ASPHALT CONCRETE PA 7	TONS	40,0000	1,970
011	1P CLASS A CONCRETE IN BOX CULVERT	CU YDS	155,0000	8
01	1P REINFORCEMENT IN BOX CULVERT	LBS	,1800	15,13
01	1P 8-INCH CULVERT PIPE	LIN FT	3,5000	35
01	1P 12-INCH CULVERT PIPE	LIN FT	4,5000	6
01	1P 18-INCH CULVERT PIPE	LIN FT	6,0000	4,290
01	1P 48-INCH CULVERT PIPE	LIN FT	30,0000	3
017	1P 72-INCH CULVERT PIPE	LIN FT	60,0000	1
01	1P 15-INCH PAVED CULVERT ENDSLOPES	ONLY	80,0000	
019	1P [illegible]-INCH PAVED CULVERT ENDSLOPES	ONLY	300,0000	
020	1P CONCRETE MANHOLES	ONLY	500,0000	
021	1P CONCRETE INLETS TYPE G-1	ONLY	225,0000	
022	1P CONCRETE INLETS TYPE G-2	ONLY	270,0000	
02	1P CONCRETE INLETS TYPE G-2MA	ONLY	300,0000	
024	1P CONCRETE INLETS TYPE H-1	ONLY	375,0000	1
025	1P CONCRETE INLETS TYPE H-2	ONLY	425,0000	
02	1P 6-INCH DRAIN PIPE	LIN FT	4,0000	11
027	1P SPECIAL FILTER MATERIAL IN DRAINS	CU YDS	15,0000	
02	1P GUARD RAIL TYPE 2A PA 8	LIN FT	3,9500	23,2
029	1P MEDIAN BARRIER	LIN FT	9,0000	
030	1P SPECIAL MEDIAN BARRIER	LIN FT	9,0000	1
031	1P GUARD RAIL ANCHORS	ONLY	200,0000	1
	1P EXTRA FOR GUARD RAIL BRIDGE CONNECT	ONLY	250,0000	5
33	1P EXTRA POST	ONLY	30,0000	

TOTAL CONTRACT IT

DATE [illegible] 73 [illegible] 11 77[illegible]9

% RETAINED ON CONTRACT IT

PREVIOUS VOUCHER NO.

FORCE ACCO

CHECKED BY

TOTAL PAYM

ENGINEER OR AUDITOR

CONTRACT NO
77

FEDERAL AID PROJECT NO
[illegible]

✓

K INT [illegible] -CAL

UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible]	100,000	[illegible]	[illegible]	
25000,0000	100,000	25000,00	25000,00	
30000,0000	100,000	30000,00	30000,00	
5,0000	56,070	280,35	280,35	
3,5000	9,852,700	34484,45	34484,45	
5,0000	769,900	3849,50	3849,50	
4,0000	260,000	1040,00	1040,00	
40,0000	1,976,950	79078,00	79078,00	
155,0000	89,866	13929,23	13929,23	
,1800	15,139,600	2725,13	2725,13	
3,5000	358,000	1253,00	1253,00	
4,5000	64,000	288,00	288,00	
6,0000	4,290,000	25740,00	25740,00	
30,0000	34,000	1020,00	1020,00	
60,0000	12,000	720,00	720,00	
80,0000	3,000	240,00	240,00	
300,0000	2,000	600,00	600,00	
500,0000	2,000	1000,00	1000,00	
225,0000	1,000	225,00	225,00	
270,0000	1,000	270,00	270,00	
300,0000	4,000	1200,00	1200,00	
375,0000	13,000	4875,00	4875,00	
425,0000	11,000	4675,00	4675,00	
4,0000	115,000	460,00	460,00	
15,0000	8,000	120,00	120,00	
3,9500	23,267,200	91905,44	91905,44	
9,0000	309,600	2786,40	2786,40	
9,0000	914,200	8227,80	8227,80	
200,0000	169,000	33800,00	33800,00	
250,0000	53,000	13250,00	13250,00	
30,0000	62,000	1860,00	1860,00	
TOTAL CONTRACT ITEMS				
% RETAINED ON CONTRACT ITEMS				
FORCE ACCOUNT				
TOTAL PAYMENTS				

STATE [illegible] ISION

CONTRACT PAYMENT VOUCHER

[illegible]

HIGHWAY

FEDERAL AID PROJECT NO.

SECTION

FORM A-20 (REV 6-63)

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO D
[illegible]	1P [illegible] RRIER		CU YDS	160,0000	43,
[illegible]	1P [illegible] ALT [illegible]		LIN FT	,5500	2,256,
037	1P ROADSIDE SEEDING [illegible]	MULCHING	ACRES	500,0000	4,
038	1P REMOVAL OF EXISTING SIGN	INSTALLATIONS	LUMP SUM	6500,0000	100,
039	1P PAINTED WOOD SIGN POSTS		LUMP SUM	1200,0000	100,
040	1P FOOTINGS FOR SIGN	STRUCTURES	CU YDS	166,0000	88,
041	1P BREAKAWAY SIGN POSTS		LBS	1,2000	36,230,
042	1P CANTILEVER SIGN STRUCTURE	AT MP 5,50 SB	LUMP SUM	4000,0000	100,
043	1P TYPE A AND B SIGNS IN	PLACE	SQ FT	6,0000	746,
044	1P MOVING TYPES A AND B	SIGNS	LUMP SUM	3650,0000	100,
045	1P FRANGIBLE ALUM TRANSFORM	BASES PA 6	ONLY	300,0000	76,
046	1P CONCRETE LIGHT POLE	FOUNDATIONS	ONLY	200,0000	57,
	PRICE AGREEMENT ITEMS				
30101	1P REV FURN & PLACE TOP SOIL	BI 7	CU YDS	3,5000	2,687,
30302	1P 1IN-0 AGGREGATE	BASE BI 9 PA 7	TONS	5,0400	14,121
30501	1P INSTALL GRATES		LUMP SUM	1562,8600	100,
30601	1P TYPE 2A NOT PAINTED	GUARD RAIL	LIN FT	3,8000	10,944,
30602	1P EXTRA FOR DOUBLE RAIL	BEAM	LIN FT	2,2500	213,
	ADJUSTMENT ITEMS				
6001	P LIQUIDATED DAMAGES		DAYS	150,0000-	161,
	FORCE ACCOUNT ITEMS				
801	1P FLAGGING	94001			
802	1P ADJ SPRINKLER SYSTEMS				
804	1N CLEAN EXIST CULVERTS				
80[illegible]	1P REMOVE EMB AT	MP 30,69			
806	1P MOVE EXT SIGNS TO NEW	SIGN POSTS			
807	1P REPAIR WIRING				

DATE

0[illegible] [illegible] 73 P[illegible], 92 770[illegible]

PREVIOUS VOUCHER NO.

CHECKED BY

ENGINEER OR AUDITOR

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

PROJECT NO.

FEDERAL AID PROJECT NO.

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
YDS	160,0000	43,833	7013,28	7013,28	
N FT	,6500	2,256,000	1466,40	1466,40	
ES	500,0000	4,590	2295,00	2295,00	
MP SUM	6500,0000	100,000	6500,00	6500,00	
MP SUM	1200,0000	100,000	1200,00	1200,00	
YDS	168,0000	88,700	14902,94	14902,94	
S	1,2000	38,230,000	45876,00	45876,00	
MP SUM	4000,0000	100,000	4000,00	4000,00	
FT	8,0000	746,250	5970,00	5970,00	
MP SUM	8650,0000	100,000	8650,00	8650,00	
LY	300,0000	76,000	22800,00	22800,00	
LY	200,0000	57,000	11400,00	11400,00	
YDS	3,5000	2,687,800	9407,30	9407,30	
NS	5,0400	14,121,800	71173,87	71173,87	
MP SUM	1562,8800	100,000	1562,88	1562,88	
N FT	3,8000	10,944,800	41590,24	41590,24	
N FT	2,2500	213,000	479,25	479,25	
YS	150,0000-	161,000	24150,00-	24150,00-	
			55,14	55,14	
			1093,13	1093,13	
			333,88	333,88	
			711,40	711,40	
			385,61	385,61	
			786,08	786,08	

TOTAL CONTRACT ITEMS			
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT			
TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6-63)

COUNTY

HIGHWAY

SECTION

CONTRACT NO. 7709

FEDERAL AID PROJECT

NO.	ITEMS	UNITS	UNIT PRICE
[illegible]	1P RESET WOOD POSTS		
[illegible]	1P RAISE CONC INLET		
61[illegible]	1N ADDL GUARD RAIL WORK		
61[illegible]	1P ADDL GUARD RAIL WORK		

DATE 03 20 73 PG, 07 7709

PREVIOUS VOUCHER NO. 7848

CHECKED BY: CP/cs

ENGINEER OR AUDITOR B. E. Brown

TOTAL CONT

Lump Sum % RETAINED ON CONT

FORC

TOTA

CONTRACT NO 77[illegible]

ESTIMATE NO 10

PREFIX NO

FEDERAL AID PROJECT NO

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
			283,	283,[illegible]	
			284,04	284,04	
			191,62	191,62	
			121,91	121,91	

TOTAL CONTRACT ITEMS	681040,36	681040,36	
ump Sum % RETAINED ON CONTRACT ITEMS	1,000.00	15.000.00	14,000.00
FORCE ACCOUNT	4246,66	4246,66	
TOTAL PAYMENTS	684,287.02	670,287.02	14,000.00

SERVICE INTEGRITY PROTECTION
UNITED PACIFIC/RELIANCE INSURANCE COMPANIES
728 ST. HELENS AVENUE ▪ TACOMA, WASHINGTON 98402 ▪ AC 206—383-1481

June 26, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97301

Mr. C. W. Head

United Pacific Bond B-667440
Principal: M. C. Lininger & Sons
Obligee: State of Oregon
Contract: No. 7709 Valley of the Rogue Park Interchange
Claimant: Vern Hoaglin Construction Co., Inc.

Dear Sir:

Your records will reflect that United Pacific Insurane Company is surety on the bond to the State of Oregon on the above project. We have received a Notice of Claim filed on behalf of Vern Hoaglin Construction Co., Inc. Would you please advise us the date on which this project was completed and accepted by the State of Oregon. Would you also kindly send us a copy of the final pay estimate on this project or the latest estimate paid to the contractor on this project. Thanks for your prompt cooperation.

Very truly yours,

UNITED PACIFIC INSURANCE COMPANY

Robert L Miller
Robert L. Miller
Bond Claim Department

db

RECEIVED
[illegible]
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7709

8

June 28, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Attached is a copy of the claim of Vern Hoaglin Construction Co., Inc. in the amount of $97,543.67 stating that M. C. Lininger & Sons, Inc. owes them for guardrailing and signing.

This appears to be in connection with the M. C. Lininger & Sons, Inc. Contract No. 7709, Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County. This claim was filed with the Secretary of State on June 12, 1974, and assigned his Claim File No. 4868. This information is being entered in our records and we are advising all interested parties of the receipt of this claim.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH/rw
Attachment

cc: M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, OR 97501

Vern Hoaglin Construction Company, Inc.
P. O. Box 587
Cornelius, OR 97113

Souther, Spaulding, Kinsey, Williamson & Schwabe
Attorneys at Law
12th Floor Standard Plaza
Portland, OR 97204
Attn: Mr. Donald Joe Willis

NOTED ON CARD
6-28-74 rw

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

June 18, 1974

C O P Y

Souther, Spaulding, Kinsey, Williamson & Schwabe
Attorneys at Law
1[illegible]th Floor Standard Plaza
Portland, Oregon 97204

Attention: Donald Joe Willis

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Vern Loaglin Construction Company
Claim against: [illegible]. C. Lininger & Sons, Inc.
Surety Company: United Pacific Insurance
Amount of Claim: $97,543.67
Job: Contract No. 7709 - [illegible] Park Interchange-
California Line.

This has been filed as of June 17, 1974 and assigned file number 4866.

Sincerely,

Richard [illegible]. Banton, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Oregon State Highway Division

NOTED
C. W. HEAD

SOUTHER, SPAULDING, KINSEY, WILLIAMSON & SCHWABE
ATTORNEYS AT LAW
12TH FLOOR STANDARD PLAZA
PORTLAND, OREGON 97204
TELEPHONE 503-222-9981
CABLE ADDRESS: "ROBCAL"
ROBERT T. MAUTZ (1905-1969)

CALVIN N. SOUTHER
BRUCE SPAULDING
WILLIAM H. KINSEY
WAYNE A. WILLIAMSON
JOHN L. SCHWABE
GORDON MOORE
KENNETH E. ROBERTS
FORREST W. SIMMONS
JAMES B. O'HANLON
DOUGLAS M. THOMPSON
JAMES R. MOORE
A. ALLAN FRANZKE
ROLAND F. BANKS, JR.
GINO G. PIERETTI, JR.
DOUGLAS J. WHITE, JR.
JOHN B. SOUTHER
ROCKNE GILL
JAMES A. LARPENTEUR, JR.
JAMES F. SPIEKERMAN
ROBERT G. SIMPSON
RIDGWAY K. FOLEY, JR.
THOMAS M. TRIPLETT
ROBERT E. JOSEPH, JR.

STEPHEN B. HILL
PAUL N. DAIGLE
ROBERT T. HUSTON
KENNETH D. RENNER
KENNETH E. ROBERTS, JR
DONALD JOE WILLIS
J. LAURENCE CABLE
GREGORY W. BYRNE
MICHAEL D. HOFFMAN
JAMES D. HUEGLI
HENRY C. WILLENER
TERRY C. HAUCK
MARK H. WAGNER
JAMES L. FITZGERALD
JOHN G. CRAWFORD, JR.
DON K. LLOYD
NEVA T. CAMPBELL

EDWIN D. HICKS
COUNSEL

June 11, 1974

Secretary of State
State of Oregon
Salem, Oregon 97310

Gentlemen:

Please find enclosed notice of claim pursuant to ORS 279.528 for filing.

Please file the same and bill me for any services and return the enclosed card indicating the date of filing.

Very truly yours,

Joe Willis

Donald Joe Willis

DJW:sa
Enc.

RECEIVED
JUN 17 4 33 PM '74
SECRETARY OF STATE

JUN 12 1974

RECEIVED
JUN 25 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

FILED
[illegible] 12 1974
CLAY MYERS
SECRETARY OF STATE

NOTICE OF CLAIM

Pursuant to ORS 279.528,

TO: State of Oregon, Oregon State Highway Division
or Commission

Notice hereby is given that the undersigned Vern Hoaglin Construction Co., Inc., has a claim for labor and materials performed and furnished by Vern Hoaglin Construction Co., Inc., in the sum of $97,543.67 against the bond taken from M. C. Lininger & Sons, Inc. and United Pacific Insurance Company for the work of guard railing and signing on the Valley of the Rogue Park Interchange-California Line-Contract No. 7709.

VERN HOAGLIN CONSTRUCTION CO., INC.

By ______________________
Donald Joe Willis
Attorney

RECEIVED
JUN 25 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

7709

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
June 14, 1974

FILE:

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Time Extension Request
Valley of the Rogue Park
Inter.-Calif Line
Contract No. 7709

Attached is a time extension request submitted by the contractor on the subject project. Apparently this request was initiated and forced by subcontractor vern Hoaglin.

Resident Engineer Bill Maude's attached analysis and chronology of shutdown orders, etc. pretty well covers our position. He can justify 21½ days of the 161 day overrun in time. We go along with this and recommend those days be granted.

JXW/cw
Attach.

cc Wm. Maude

7709

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
May 16, 1974

O O#

SUBJECT: Time Extension Request
Valley of The Rogue Park Inter -
California Line
Contract 7709

To: A. Shirley, Jr.
Regional Engineer
ROSEBURG

Please find enclosed five (5) copies of Contractors Request for Increase in Number of Workdays to Complete Construction Contract from M. C. Lininger & Sons, Inc. for your approval.

Listed below are my comments and/or recommendations taken point by point from the contractor's request.

A. This was a "windsheild" location project and quantities estimated were often in error. There is little doubt that this delay did exist and the calculations as shown would cover ten and one-half days plus two week ends, for a total of fourteen and one-half days.

From Donald Joe Willis' letter:

I. The contracts mentioned on "either side" were on calendar workdays while this contract was a calendar day count. The contractor was credited with the four days in December 1972 when I-5 was icey and, in general, the contractor worked every normal workday from December 27, 1972 to March 4, 1973. On March 4, 1973, a shutdown order was written to last until weather suitable for guardrail painting arrived. On March 20, 1973 a Hoaglin Construction Co. Inc. crew arrived on the project to begin cleaning and painting of guardrail. Workday count resumed March 21, 1973. I cannot recommend any increase on this item.

II. State interference of the contractor has been examined and a letter by A. Shirley, Jr. on May 3, 1973 summarizes this item.

III. Errors, plan changes, quantities and specification changes. First, quantities on the items subcontracted by Hoaglin Construction Co., Inc. were either just under net quantities or between net and gross quantities when the job was completed. While at times there was plan changes these were staked in time so that no delay occurred. It is possible that at any one work area the subcontractor may have been unable to work for a short period of time but other areas (near where he had been working) were ready. I am not aware ofany specification changes but backfill compaction specification was inforced which caused Hoaglin Construction Co., Inc. to redo several areas. Some errors were made in the guard rail staking and three bridge connections would not work and were redone. This work was performed under EWO #9 and amounted to $313.53. Part of three days were used in this work. Also in areas where guardrail posts were shortened to clear culvert pipe, double rail was installed, this was paid for under PA #10 in the amount of $479.25. This work was done at different times and a generous estimate of time would be four days delay. Additional time for EWO #9 and PA #10 is seven days.

IV. I feel that this is between Lininger's and Hoaglin Construction Co., Inc. I might add that the installation work continued from the date of the letter (November 10, 1972) until March 3, 1973 with almost all runs of guardrail being worked on at least twice during this period.

V. The two paragraphs with regards to bridge connections will be treated in this item. Other than the five areas paid for under EWO #9, there was no alignment problem. With the receipt of Mr. Hoaglin's letter requesting a committment (November 27, 1972) a reply was given that we would check the problem and give him the required information. The problem when checked, was not misalignment nor problems with the plans but that Hoaglin Construction Co., Inc. had supplied the wrong material. On December 4, 1972, he was so advised and with the arrival of the correct material the problem ceased to exist.

VI. This item was covered under item #I. As shown earlier, during the period December 1, 1972 through May 1, 1973, a stop work order was in effect from the completion of the guard rail installation until painting weather arrived. Also not shown in the letter from Mr. Willis was that in addition to the New Years shutdown, a stopwork order was issued for noon December 24, 1972 until 12:01 AM December 26, 1972.

I feel that the seven days of credit for work under EWO #9 and PA #10 is very generous and would be hard to justify on a dollar basis as $792.78 on a $903,000 contract would amount to less than a day credit.

A summary of shutdowns, work days used and recommended time extensions are attached.

Wm H Maude
Wm. H. Maude
Resident Engineer

VALLEY OF THE ROGUE INTERCHANGE - CALIFORNIA STATE LINE

The contract was let on April 4, 1972, Preconstruction conference was help on April 13, 1974. The calendar day count started on April 19, 1972 and the contractor started work on April 27, 1972.

Shutdown in effect Noon May 26, 1972 till Midnight May 29, 1972, by letter dated May 24, 1972.

Shutdown in effect, Midnight June 30, 1972 till Midnight July 4, 1972. From Weekly Statement of Calendar Day Charges.

Shutdown in effect, September 1, 1972 till September 4, 1972. From Weekly Statement of Calendar Day Charges.

Shutdown in effect, Noon December 22, 1972 till Midnight December 25, 1972, by letter dated December 21, 1972.

Shutdown in effect, Noon December 29, 1972 till Midnight January 1, 1974, by letter dated December 27, 1972.

From Weekly Statement of Calendar Day Charges, week of January 28 to February 3, 1973, "Contractor allowed 4 calendar days because of hazardous road conditions in December."

Guard rail installation was completed on March 2, 1973. From March 3, 1973 to March 20, 1974 shutdown order in effect by letter of March 9, 1973. Workday count resumed on Wednesday March 21, 1973.

Completion date of May 4, 1973 using 341 calendar days.

Specified Calendar Days for this Project were 180 days.

Total time extension recommened-21½ days.

The total contract costs percent for the project was a -13.4%.

OVERRUNS & UNDERRUNS
CONTRACT 7709

ITEM NO.	ITEM	UNIT	CONTRACT QUANTITY	FINAL ESTIMATE	PERCENT + OR -
28.	Guard Rail, Type 2A	Lin. Ft.	37,500	23,267.2	
	P.A. #8 Not painted guard rail	Lin. Ft.		10,944.8	-8.7%
29.	Median Barrier	Lin. Ft.	325	309.6	-4.7%
30.	Special Median Barrier	Lin. Ft.	925	914.2	-1.2%
31.	Guard Rail Anchors	Only	180	169	-6.1%
32.	Extra for Guard Rail Bridge Connections used on planned structures	Only	60	53	-11.7%
33.	Extra Posts	Only	66	62	-6.1%

7709

November 2, 1973

Vern Hoaglin Construction
Company, Inc.
P. O. Box 587
Cornelius, Oregon 97113

Dear Vern:

Valley of the Rogue State Park
Contract No. 7709

As I indicated to you earlier, my analysis of the work that took place on this project indicates that the contractor has been paid the monies due.

The last item, for which payment may not have been made, has to do with the adjustment of 13 guardrail posts. A price agreement covering payment for this work was sent to the prime contractor in June and there is some indication that it was forwarded to you for approval before being returned.

The only other item not reconciled has to do with the time on the contract. The last information I have is that no request for a time extension, which must come from the prime contractor, had been furnished or submitted by M. C. Lininger and Sons, Inc.

I know this is not the answer you had hoped for; however, I must call the shots as I see them.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:db

cc: M. C. Lininger & Sons, Inc.

bc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
Bill E. Brown

7709

October 9, 1973

West Main Rent-All
2122 West Main Street
Medford, Oregon 97501

Gentlemen:

This is to acknowledge your letter of October 5 informing us of your claims against subcontractors on highway jobs for equipment rentals.

From the information in your letter your claim for $93.24 against Hoaglin Construction appears to be in reference to M. C. Lininger and Sons, Inc., Contract No. 7709 for work on the Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County. The United Pacific Insurance Co. furnished the performance bond on this contract.

From the information in your letter your claim for $110 against F & W Fence & Building appears to be in reference to Ross Bros. Construction, Inc., Contract No. 7826 for work on the Table Rock Road-Barnett Road Bikeway in the City of Medford on the Pacific Highway in Jackson County. The General Insurance Company of America furnished the performance bond on this contract.

We will advise the sureties of the receipt of your claims and forward them to the Secretary of State for filing.

Please advise this office when your claims have been satisfied.

NOTED ON CARD
10-9-73 JD.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

by
R. M. Graham, Assistant Manager

cc M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Ross Bros. Construction, Inc.
3501 Brooklake Road, N.
Salem, Oregon 97303

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

General Insurance Company of America
Surety Department
Portland Service Office
1500 S. W. First Avenue
Portland, Oregon 97201

bc Hon. Clay Meyers - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

AMERICAN RENTAL ASSOCIATION

WEST MAIN RENT-ALL

2122 WEST MAIN STREET - MEDFORD, OREGON 97501 - PHONE 773-7323

October 5, 1973

Secretary of the State Highway Commission
State Highway Building
Salem, Oregon 97308

Dear Sir;

The Resident Engineer of the Medford Highway Department has instructed us to inform your office that the following companies, both sub-contractors on State jobs, have as of this date, not paid their accounts and have past due balances.

Hoaglin Construction	State Job # 7709
P.O. Box 187	Balance Due $ 93.24
Cornelius, Oregon 97113	Due May 5, 1973
F & W Fence & Building	State Job # 7826
4820 Sunnyview Road NE	Balance Due $110.00
Salem, Oregon 97303	Due July 10, 1973

Any information and help with these accounts would be very much appreciated and if any additional information is needed we would be glad to supply it.

Sincerely,

John A. Tucker

John A. Tucker
West Main Rent-All

JAT/nj

RECEIVED
OCT 8 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7729

5

[illegible] RSB 211 6-29-73 3-55 PM

[illegible] T MCASEY

XXYXMAXXXXX

RE YOUR TT 30.

ALL FORCE ACCOUNT WORK PAID FOR EXCEPT LUMP SUM PA FOR 13 POSTS. THIS HAS BEEN SENT TO CONTRACTOR FOR SIGNATURE BUT NOT YET BEEN RETURNED TO RESIDENT ENGINEER. MEMO ON NOTE ERASURES IN TONIGHT'S MAIL.

[illegible] SHIRLEY

[illegible].

RECEIVED
JUL 2 1973
Office of
Assistant State Highway Engineer

FORM 2-30 (REV 10-68)

RECEIVED
1973
CONSTRUCTION SECTION

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
June 25, 1973

To: A. Shirley Jr.
Region Engineer
ROSEBURG

SUBJECT: Explanation of Erasers on Guard Rail Notes
Valley Rogue Park Int.-Calif. Line
Jackson County
Contract # 7709

Attached are two copies of the above notes with the following additions:
(1) A statement to the effect that the contractor was not held up by the changes in the notes.
(2) Signatures of the transitman and headchainman who made the erasers.
Distribution of the modified notes has been only to the Region Office and our files.

B. E. Brown
Resident Engineer

By
Wm H. Maude
Wm. H. Maude
Asst. Res. Engineer

ROSEBURG REGION
RECEIVED
JUN 26 1973
RE | RME | RCE | RUE |
RUE | DES | RSR | FILE | TA

6/30/73
cc: C. T. Keovey ✓
Herewith above
as requested by
H.S. Coulter –
Bud Shirley

Send copy to.

FORM E-30X—50M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

JUN 1 [illegible]

Medford, Oregon
June 12, 1973

To: MEMO TO THE FILES

SUBJECT: Explanation of Erasers on Guard Rail Notes
Valley of the Rogue Park Inter - Cal Line
Jackson County
Contract 7709

The following is an explanation of the erasers on the guard rail notes prepared by Willis Smalley, Transitman and Charles Tucker, Head Chainman:

Mile	Point	Date Staked	Date Corrected	Eraser	Reason	Page No. G. R. Notes
Ls	0.08	7/22/72	7/22/72	R.P. Dist.	Narrowed flare	2
Ls	0.15	7/8/72	7/8/72	R.P. Elevs.	Misread level rod	4
Ln	0.32	7/22/72	7/22/72	R.P. Dists.	Narrowed flare	6
NM	0.92	7/22/72	7/22/72	R.P. Dists.	Calculations started with wrong Dist.	8
SM	0.95	8/7/72	8/7/72	R.P. Dists.	Miscalculated distances	12
Ls	2.51	7/8/72	8/22/72	Grades, fills	Raised grade to match rock	22
NM	3.42	7/29/72	7/29/72	Entire Page	Changed stationing which moved everything	28
Ln	4.61	7/29/72	7/29/72	R.P. Elevs.	Level rod slipped	36
Ln	4.62	7/29/72	7/29/72	Grades	Misread plotted grades	38
Ls	4.90	7/15/72	8/22/72	Grades, fills	Misread plotted grades	40
Ln	7.85	6/11/72	6/11/72	R.P. Dists.	Taper miscalculated	56
Ln	10.24	5/23/72	5/23/72	R.P. Dists.	Shortened run & flare altering R. P. distances	74
Ls	11.06	5/19/72	5/19/72	R.P. Dists. Grades, fills R. P. Elevs.	Restaked flare to fit cut altering Grades, R. P. Elevations & fills	82
Ln	11.89	6/21/72	8/28/72	Grades	Miscalculated grades	90
Ls	13.01	5/18/72	5/18/72	R. P/ Dists.	Miscalculated distances	102
SM	13.29	5/13/72	5/13/72	R.P. Dists.	Miscalculated distances	106
Ls	14.17	5/13/72	5/13/72	Grades, fills	Grades miscalculated, altering fills	116

MEMO TO THE FILES (CONT'D)
Explanation of Guard Rail Notes
Valley of the Rogue Park Inter - Calif. Line

Mile	Point	Date Staked	Date Corrected	Eraser	Reason	Page No. G. R. Notes
Ln	14.75	5/2/72	7/18/72	Grades, fills	Grades miscalculated, altering fills	122
Ls	14.96	5/1/72	5/1/72	R.P. Dists.	Changed by adding extra stations	128
NM	14.96	5/3/72	7/20/72	Grades	Grades miscalculated	132
Ls	16.52	5/1/72	5/1/72	R.P. Dists.	Computed wrong	142
Ln	16.70	5/8/72	5/8/72	Grades	Plotted grades misread	146
Ls	17.13	5/1/72	5/1/72	Grades	Plotted grades misread	150
Ls	17.29	4/28/72	4/28/72	Grades, R.P. Distances	Grades miscalculated, distance miscalculated	154
SM	17.29	4/28/72	4/28/72	Grades, R.P. Elev, fills	Level rod slipped	156
SM	19.10	4/24/72	7/10/72 4/24/72	R.P. Elevs. Grades	R. P.'s replaced Grades calculated incorrect	168
Ls	19.87	4/21/72	4/21/72 7/10/72	Grades R.P. Elevs.	Grades miscalculated R.P.'s replaces	178
Ln	19.87	4/21/72	7/10/72	Grades	Picked plotted grades incorrect	180
Ln	21.20	4/21/72	4/21/72	R.P. Dist.	Started offset with incorrect dist.	184
SM	21.20	4/21/72	4/21/72	R.P. Dist.	Started offset with incorrect dist.	188
Ln	24.40	4/18/72	4/18/72	R.P. Dist.	Corrected taper angle pt. station	212
Ls	25.09	4/17/72	4/17/72	R.P. Dist.	Written in reverse order	222
Ln	25.94	4/18/72	4/18/72	Grades, R.P. Distances	Widened flare to meet cut which altered grades	228
Ln	27.09	4/17/72	4/17/72	R.P. Elev.	Picked plotted grade incorrect	234
Ls	27.89	4/10/72	4/10/72	R.P. Dists. & Eleveations	Elevation misunderstood - Distances changed to fit on ramp	246
Ln	27.88	4/10/72	4/10/72	R.P. Elevs.	Level rod slipped	248
Ln	28.18	4/10/72	4/10/72	Grades	Picked plotted grades incorrect	250
Ln	28.33	4/11/72	6/7/72	Grades	Staked wrong end of viaduct	252
Ls	29.64	4/13/72	4/13/72	Entire sheet	Plotted incorrect	260

MEMO TO THE FILE (CONT'D)

Explanation of Guard Rail Notes
Valley of the Rogue Park Inter - Calif. Line

Mile Point		Date Staked	Date Corrected	Eraser	Reason	Page No. G.R. Notes
Ln	29.64	4/7/72	4/7/72	Entire sheet	Salvaged sheet of paper	263
Ls	29.98	4/7/72	4/7/72	R.P. Dist.	Corrected to meet standard flare	264
Ln	30.59	4/7/72	4/7/72	R.P. Dist. Grade	Used wrong distance to start calculations, picked plotted grades incorrect	270
Ls	30.59	4/7/72	4/7/72	R.P. Dist. Grade	Written wrong, picked plotted grade incorrect	274
Ls	30.69	4/6/72	4/6/72	R.P. Dist.	Miscalculated	280
Ls	30.69	4/6/72	6/14/72	R.P. Elev.	R.P.'s replaced after being rocked	280
SM	30.69	6/14/72	6/14/72	Grade	Changed to match new rock	282
NM	31.30	5/12/72	5/12/72	Grade	Picked plotted grades incorrect	284
Ls	31.31	5/12/72	5/12/72	R.P. Dist. from P.C.C.	Distance written for wrong station	288
Ln	43.77	4/4/72	5/15/72	Grade	Change to match new rock	306
Ls	43.77	5/10/72	5/10/72	R.P. Dist.	Started flare on wrong station	308
NM	45.47	5/3/72	5/3/72	R.P. Dist. Grade	Error in calculations	312

B. E. Brown
Resident Engineer

cc: A. Shirley, Jr.

This tabulation was prepared by Smalley & Tucker by looking at each individual location in the plans.

None of these erasures held up contractor in any way.
Willy Smalley
Charles Tucker

7709

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 10, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-5-1(80)00

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7709, Work Completed May 5, 1973

Project Valley of the Rogue Park Intchge.-Calif. Line

Highway Pacific

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date May 10, 1973

Conditions not acceptable: None

NOTED
R. E. [illegible]

for G K Hassner
Glen L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
[illegible] 21 '73
REFER TO
[illegible]
5-21-73
FOR
Info | [illegible] | [illegible] | D/R | [illegible] | Act | File

orig.

cc: F. B. Klaboe
L. H. Young
V. Gallagher

NOTED
H.S. COULTER

5-22-73
[illegible]

7709

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Valley of the Rogue Park Interchange - Calif. Line

WEEK ENDING: May 5, 1973

SECTION PREFIX: 615-1052

HIGHWAY: Pacific

COUNTY: Jackson

NAME OF JOB: Valley of the Rogue Pk. Int - Cal Line

KIND OF WORK: Grading, Paving, Guard Rail & Signing

CONTRACTOR: M. C. Lininger's & Sons, Inc.

CONTRACT NUMBER: 7709

FEDERAL AID PROJECT NUMBER: EHS-I-5-1(80)00

DATE OF CONTRACT: April 4, 1972

DATE WORK STARTED: April 27, 1972

ESTIMATED COMPLETION DATE: June 1, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 180

CALENDAR DAYS USED: ~~341~~ 340½

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 190

PROJECT AUTHORIZATION: $ 879,372.01

EXCLUSIVE OF ENGINEERING: $ 809,509.87

ENGINEERING AUTHORIZATION: $ 69,826.14

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 811,117.83

ENGINEERING COST TO DATE: $ 74,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 0.2 %

PERCENT OF AUTHORIZATION: 106 %

DATE PROJECT WAS COMPLETED: 5-4-73

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	45.85	45.85			45.85
MILES PARTIALLY COMPLETED					
MILES COMPLETED	45.85	45.85			45.85
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,000	8,300			1,180
TOTAL QUANTITIES CORRECTED TO DATE	11,500	13,644			1,943
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,500	13,644			1,943
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 - Hydrostatic Painter
2 - Pickups
1 - Flatbed truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear & Mild	1		
MONDAY	Clear & Warm	1		
TUESDAY	" "	1		
WEDNESDAY	" "	1		
THURSDAY	Fair	1		
FRIDAY	Scattered Shwrs.	1		
SATURDAY	" "	1		

RECEIVED
MAY 7 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	3 man paint crew placed 1st white coat 13.29rt., 2nd white coat 13.29 lt., 2nd white 13.29 rt., 1st white 13.83 and 14.17. Placed 2nd white NB at MP 10.89, 11.18, 11.89, 12.36, 12.94, 13.83 and 14.17. Primed SB at MP 4.60, 3.32, 3.00 and 1.81. Primed NB at 0.92, 3.42, 4.61 and 4.62
TUESDAY	No foreman, no paint, no work.
WEDNESDAY	Painting 2nd white coat on NB lane at MP 1.70, 2.13, 2.80, 3.18, 3.42, 4.61, 4.62, 5.32 rt., 27.88, 28.18, 28.33, 29.45, 29.64, 30.69, and 31.30 This completes guardrail painting on this project.
THURSDAY	Painting 2nd coat of white on SB at MP 5.32 lt. & rt., 4.90, 4.61, 4.02, 3.67, 3.32 3.00, 2.51, 1.81, 1.40, 0.95, 0.15 and 0.08. Painting 2nd coat of white on NB at MP 0.32, 0.92, 0.94 - Ran out of white paiht. Moved to NB to clean & prime at MP ~~27.8~~ 27.88, 28.18, 28.33, 29.45, 29.64, 30.69 and 31.30. Finsihed prime at 2:00 PM. Continued to clean rail that didn't require prime coat between MP 27 and 31 on NB. 1st coat of white on NB at 31.30, 27.88, 28.18 and 29.45
FRIDAY	
SATURDAY	

REMARKS

Guard rail crew completed painting of the rail on Thursday. They worked Friday on clean up of paint and completed project.

Semi-final estimate to be submitted in approximately 3 weeks. This will be final weekly report.

SIGNED B H Brown LOCATION Medford

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

7709

STATE COPY

OSHD (Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 8	COUNTY Jackson	DIVISION Oregon
DATE OF INSPECTION 5/4/73	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. EHS I-5-1(80)00
IN COMPANY WITH J. X. Wilson, Regional Const. Engineer & Bill Brown, Resident Engineer			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 190 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

MAY 30 1973
REGIONAL OFFICE

VALLEY OF THE ROGUE INTERCHANGE-CALIFORNIA LINE
Grading, Paving, Guardrail and Signing

1. Scope of Inspection

This final inspection was primarily directed toward a field review of the guardrail installation work. Previous routine inspections covering the signing and lighting work performed under contract have been performed.

2. Contract Time

The contract specified 180 calendar days to complete the work. The contractor used 340 days, 160 days in excess of the contract time. All work except the guardrail installation and modifications had been completed within the specified time limit. The contractor is expected to make a request for an extension of time to complete the guardrail work. There does not appear to be any valid reason for an extension of time; however, a decision in this matter will be made following the contractor's written request.

3. Significant Overruns and Underruns

The 18" corrugated metal pipe underran approximately 5500 LF. The plans called for lateral drains under all the guardrail flared-end sections. The Resident Engineer by custom staking each installation to fit the particular topography at the location was able to maintain lateral drainage in many instances without the installation of the pipe.

The embankment-in-place used to construct the "elephant mound" guardrail and protectors also underran considerably. Exact quantities will be reported on a later final acceptance report.

4. Summary of Findings and Recommendations

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and extra work and acceptance is recommended.

(more)

NOTED
H.S. COULTER
6-1-73

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

The Resident Engineer should be commended for the manner in which he insisted on quality workmanship particularly in the guardrail installation. As reflected in my Inspection Report No. 5 and my memorandum to the files dated December 8, 1972, the quality of workmanship during the initial phases of the guardrail installation was seriously questionable. Many minor deficiencies were noted which were brought to the attention of the contractor by the Resident Engineer. Since the work was not complete at the time it could not be deemed unsatisfactory. Due to presistant inspections and many meetings between the State and the contractor the deficiencies in workmanship were corrected prior to completion of the final product.

7709

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 16, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid project
No. EHS-I-5-1(80)00

FROM
L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7709 Extra Work Order No. 10

Project Valley of the Rogue Park Interch. - Calif. Line

Highway Pacific

County Jackson

This order covers the cost of removing and reinstalling guard rail to correct guard rail alignment at locations where staking errors were made and to provide a safer connection at bridge ends where the slopes are less than the designed 10:1. Staking error's were made at three locations due to standard design not being flexible enough to meet each condition found in the field. Adjustment of bridge end connections are required due to the standard connection not being adaptable to the existing guard rail location.

Copies of the Engineer's letter of explanation are attached.

This was tentatively approved by the Federal Highway Administration District Engineer February 6, 1973 subject to review. Work started on this adjustment January 11, 1973.

Your retroactive approval as of January 11, 1973 is requested.

Attach.

BMW:dgk

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7709

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE November 8, 1972

Federal-aid Project
No. EHS-I-5-1(80)00

FROM L. H. Young
Programing Engineer

ORIGINAL SIGNED BY
R. D. ASBURRY

SUBJECT Request Change Order Approval

Contract 7709, Extra Work Order No. 9

Project Valley of the Rogue State Park-California Line

Highway Pacific

County Jackson

The Order covers raising a concrete inlet for added safety. The inlet was originally constructed to match the existing topography.

Attached are copies of a letter from the Regional Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on Sept. 19, 1972.

Your approval as of September 19, 1972 is requested.

JK:bb

Attach.

RECEIVED [illegible]

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7709

DATE October 27, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

Federal-aid Project
No. EHS-I-5-1(80)00

SUBJECT Request Change Order Approval

Contract 7709 Extra Work Order No. 8

Project Valley of the Rogue Park Intchge - Calif. Line

Highway Pacific

County Jackson

The order covers reinstalling wood post signs that were located where flared guard rail is being installed with a widened section being paved. No provisions were made in the contract for this work.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 5, 1972.

Your approval as of October 5, 1972 is requested.

Attach.

JK:dgk

[illegible]

OR FILING

OREGON STATE
HIGHWAY DIVISION

7709

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 27, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EHS-I-5-1(80)00

SUBJECT Request Change Order Approval

Contract 7709 Extra Work Order No. 7

Project Valley of the Rogue Park Intchge. - Calif. Line

Highway Pacific

County Jackson

The order covers repairing the illumination power cable which was damaged during installation of guard rail posts. The posts were inadvertently staked in conflict with the cable which had been previously installed.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration District Engineer on October 2, 1972.

Your approval as of October 2, 1972 is requested.

Attach.

JK:dak

FORM 2-90 (REV. 10-69)

~~Const: Project File.~~ 1199

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 16, 1972

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

To: C. T. Keasey
Construction Engineer
SALEM

NOTED
A. E. JOHNSON

file

In response to your letter of October 5, 1972 and Mr. Lowe's inspection report of September 20, 1972, the following is submitted:

Summary of active Federal Aid projects assigned to Medford Resident covering month of September, 1972:

		PROJECT	% COMP.	WORK MEN	FORCE SUPERV.	WORK EST. SEPT.	ENGR. COST
#1139	1.	5th St.-Oak St. (Phoenix)	65%	11	3	$61,000	$3,000
#1199	2.	Park St.-Pac. Hwy. (Ashland)	4%	13	2	98,000	2,400
#1616	3.	Neil Cr. Sec.(I-5)	55%	26	4	102,000	2,000
#1199	4.	Valley of Rogue Int. Calif. Line	75%	25	4	186,000	10,000
#1561	5.	Jumpoff Joe Cr.-Grants Pass	99%	22	2	74,010	12,000
				97	14	$521,000	$29,400

The Medford crew (080-66) on October 1, 1972 consisted of sixteen permanent experienced employees and eight temporary employees. Two experienced inspectors attached to the Region performs material testing and inspection. Three engineering trainees employed during the past construction season returned to school in mid-September. In addition, Keith Martin and his 4-man bridge crew performs all structural engineering in the Medford area.

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

In summary, there was an average of 31 engineering employees in the Medford area to supervise and control some $521,000 worth of contract work. The average ratio of engineering employees (31) to the contractor's total work force (111), was 3.6 to 1.

Had there been more experienced engineering personnel available this past summer, we could have had a more efficient operation and reduced our overtime expense. Additional experienced people - inspectors, transitmen - were not available in either Medford or State-wide, so the Engineer worked around the resources available. This is a typical situation during peak activity with experienced people in short supply at the height of the construction season. By using overtime, temporary people, trainees and careful planning, all phases of inspection, testing, documentation and engineering were carried out in a completely satisfactory manner.

I too am somewhat puzzled by the statements concerning the Assistant Resident Engineer being on location projects. The Medford crew did very little, if any, location work from the end of March, 1972 until September, 1972. During this period, Mr. Purdy worked full time on construction in the duties assigned by the Resident. After the paving was completed on the Jumpoff Joe-Grants Pass project, I asked the Resident Engineer if some time could be devoted to the Head Road-Airport Road Section in Jackson County. This project has a high priority with Jackson County and we have had several requests to complete this project. I would have to conclude that the FHWA engineer did not have all the facts or misunderstood the role of the Assistant Resident Engineer.

The administration of the contract work in the Medford area has been carried out with a great deal of care. The projects in question have not suffered in any way and are, in fact, considered superior. Prior FHWA reports have been considered very favorable toward the contract work in progress and no deficiencies were noted.

If all phases of these projects were carefully evaluated, the finished projects, the testing, the record keeping, the documentation or whatever criteria one would care to use, the projects would rate very high. I consider it very unfortunate that the adequacy of engineering control and contract administration has been questioned. This is a very serious charge and deserves to be fully investigated. We will be very pleased to make whatever investigations, inspections in depth or reports you think might be necessary to bring this to a satisfactory conclusion.

A report on the mobile phone installation is being submitted separately.

J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson ✓

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OREGON STATE
HIGHWAY DIVISION

7709

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 11, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. MHS-I-5-1(80)00

SUBJECT Request Change Order Approval

Contract 7709 Extra Work Order No. 6

Project Valley of the Rogue Park Interchange-California Line

Highway Pacific

County Jackson

The order covers moving existing secondary "OPEN" signs to the new sign posts. These signs were not shown on the plans.

Attached are copies of letters from the Regional Construction Engineer and the Resident Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 4, 1972.

Your approval as of October 4, 1972 is requested.

Attach.

JK:dgk

T 5 - 1972
FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1972

To: J. H. Versteeg
Region Engineer

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

FROM: Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is a copy of a phase inspection report on construction engineering in the Medford area based on an inspection made on September 20, 1972 by Tom Lowe, Area Engineer, in company with Region Construction Engineer J. X. Wilson and Resident Engineer Bill Brown.

This report is quite critical of our ability to properly administer contract work in that area with the present staffing. I am somewhat puzzled by the statement in Mr. Lowe's report that the Assistant Resident Engineer assigned to Brown is working full time on location work if the contract administration is in fact suffering.

Please investigate this thoroughly to determine if the projects have suffered and give me a report on your findings -- and why Brown's Assistant is apparently not acting as such.

The comments about the mobile phone installed in Brown's car are also disturbing. No such installation has been authorized or formally requested to my knowledge. Please investigate this also and report on the necessity for this mobile phone, who authorized the installation, the total cost thereof, etc.

If, as the inspection report indicates, the mobile phone installation was paid for by a contractor, please advise the contractor's name and the particular contract(s) involved. Also determine all costs to him related to this mobile phone and its installation and see that complete reimbursement is made.

Due date for this report is October 16, 1972.

CTK:fw
Enc.
cc A. E. Johnson

RECEIVED
OCT 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 29, 1972

In reply refer to: 10-35-DB

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects F-157(13), Fifth St.-Oak St. (Phoenix) #1139
F-166(3), Park St.-Pacific Highway (Ashland) - #1199
EPS-I-5-1(78)00, Neil Creek Section #16[illegible]
EHS-I-5-1(80)00, Valley of the Rogue Intcg-Calif. Line #1109
I-5-2(67)59, Jumpoff Joe Creek-Grants Pass Section #1061
Project Stage Inspection
Construction Engineering (Medford Area)

Attached is a stage inspection report regarding construction engineering inspection on the above projects located in the Medford area. As indicated in the report, there is reason to be concerned over the adequacy of engineering control that can be obtained based on existing conditions.

Please evaluate this situation and take whatever steps necessary to provide project staffing and construction inspection coverage commensurate with the work involved.

Enclosure

Approved
Asst. State Hwy. Engr.

10-3-72

al

Please advise (done)

Copy sent to Keasey to investigate

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 2 '72
REFER TO
FOR

on TE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COPY

FORM PR-33B (REV 3-68) cc: OSHD (A E Johnson)
Region
Wash DC
Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. *	County Jackson	Division Oregon
Date of Inspection 9/20/72	Inspection Made By T. P. Lowe, Area Engineer		Project No. *
In Company With J. X. Wilson, Reg Constr Engr, Bill Brown, Res Engr.			
Quality of Work* N/A	Progress of Work N/A	Time Elapsed N/A %	Work Completed N/A %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

PHASE INSPECTION - CONSTRUCTION ENGINEERING
ASHLAND-MEDFORD-GRANTS PASS AREA

*Active Federal-aid projects assigned to the Medford Resident.

Project		Report No.
F-157(13)	Fifth St.-Oak St. (Phoenix)	3
F-166(3)	Park St.-Pacific Highway (Ashland)	2
EPS-I-5-1(78)00	Neil Creek Section	5
EHS-I-5-1(80)00	Valley of the Rogue Interchange-Calif. Line	5
I-5-2(67)59	Jumpoff Joe Creek-Grants Pass Section	13

1. Scope of Inspection

The State's engineering forces presently assigned to administer projects in the Grants Pass-Medford-Ashland area were reviewed.

2. Findings

The Medford Resident Engineer's staff consists of 13 permanent personnel and about 8 temporary employees at the time of this inspection. The Resident Bridge Engineer located in Grants Pass is assisting to administer the signing and structural aspects of several of the projects assigned to the Medford Resident. A location engineer has from time to time worked as assistant to the Medford Resident, but due to the present backlog of location work, he is spending fulltime on location work.

In addition to the above listed Federal-aid projects, the Medford Resident is administering three State projects.

His projects are scattered over a wide geographical area. Some are relatively small in dollar volume, but require an inordinate amount of engineering time. (Spot safety projects, bike paths, congested urban street widening, etc.) Due to the travel distances between jobs, and the inordinate number of small detailed problems, the Resident Engineer cannot adequately administer all of these projects alone.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

Earlier this year a contractor paid for the installation of a mobile phone in the Resident Engineer's car. The State is paying the operating expenses of this phone. This mobile phone has been very valuable in helping the Resident Engineer administer his contracts.

3. Recommendations

a. Assignment of a full-time assistant resident engineer in the Medford office is strongly recommended.

b. The mobile phone has been a definite asset to the project administration. Radio communication between field laboratories, key field inspectors, survey parties, the resident engineer's office, and the resident engineer himself, will increase the efficiency of the engineering staff and avoid unnecessary delays to the contractor when unexpected problems arise which need immediate engineering decisions and/or action. I recommend the use of field radios for project administration be studied. In any event, I recommend that either radios or mobile phones when used, be paid for entirely through the State Highway Division.

RECEIVED
1972

7709

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 27, 1972

Federal-aid Project
No. EHS-I-5-1(80)00

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

ORIGINAL SIGNED BY
R. D. ASBURRY

SUBJECT
Request Change Order Approval

Contract 7709, Price Agreement No. 7

Project Valley of the Rogue Park Intchge.-California Line

Highway Pacific

County Jackson

The Agreement covers increasing the quantities of 1" - 0 aggregate base and Class "B" asphaltic concrete. The original estimated quantities were not adequate to build the areas to the lines and grades as shown on the typical section.

Attached are copies of a letter from the Regional Construction Engineer along with the justification of costs by the Chief Cost Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 22, 1972.

Your approval as of September 22, 1972 is requested.

JK:bb
Attach.

OSHD (Johnson)
Region
Wash DC
EC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DE MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION ch

REGION NO. 10 7719	REPORT NO. 4	COUNTY Jackson	DIVISION Oregon
DATE OF INSPECTION 9-19-72	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. EHS-I-5-1(80)00
IN COMPANY WITH J. X. Wilson, Reg Const Engr & Bill Brown, Res Engr, OSHD			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 77 %	WORK COMPLETED 65 %

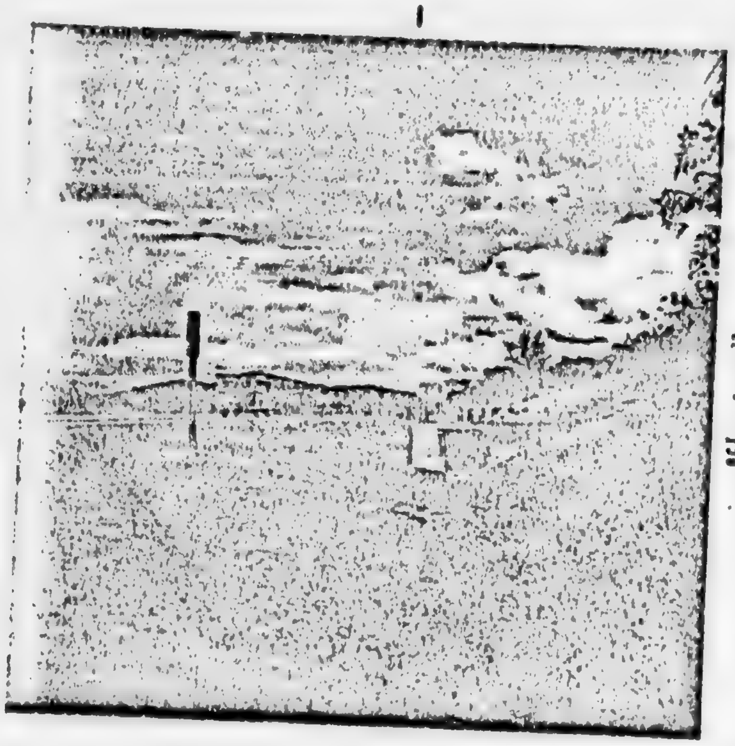
REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

OCT 17 1972
REGIONAL OFFICE

VALLEY OF THE ROGUE INTERCHANGE
CALIFORNIA LINE
Grading, Paving, Guardrail and Signing

The outlet structure intended to reduce potential conflict between ditch culvert outlet ends and out of control vehicles appears to be a formidable obstacle itself. The inlet structures are approximately a foot lower and appear quite functional. Following is a picture of the typical outlet structure:

to Const 10-19-72



RECEIVED
STATE HWY ENGR
OCT 17'72
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10-19-72
Johnson
cy Young

The face of the structure is sloped approximately on a 4:1 although it is variable. I recommend the State consider using the arch pipe for lateral ditch work and thus reduce the height of the outlet structure. Also the lip of the concrete above the top of the piep itself does not appear to have any function. Eliminating the top lip would further lower the structure height and reduce the danger to a colliding vehicle.

(more)

FORM PR-33B
(REV. 5-70)
PREVIOUS EDITIONS WILL BE USED

At MP 18 lighted weigh station signs are designated to be moved under terms of the contract. The electrical work required to move the "open" message attached to the sign poles was not mentioned in the contract proposal. The Contractor has requested payment for this extra electrical work. Approval of a price agreement to pay for this work subject to cost justification is recommended.

At MP 0.85 the planned drop inlet was constructed in accordance with the contract plans. The elevation of the top of the inlet was matched to the existing inlet paved ditch. The existing drainage was used to establish the grade of this installation. It was a logical conclusion from just reading the plans presented. However the grate is too low to safely allow an out of control vehicle to pass over it. A rather high bank on the off-ramp side could provide a formidable obstacle, a situation that we were trying to avoid. The Resident Engineer explained that he had not had an opportunity to visit this work site during either the staking or construction phase of the work due to the heavy work load in his area. The Resident Engineer will prepare a price agreement to raise this grate approximately 1 foot to reduce the danger to out of control vehicles. I recommend approval be given to this price agreement.

RECEIVED
OCT 10 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7709

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

1 H
2 T
3 [illegible]

RECEIVED
AUG [illegible]
DESIGN SECTION

Other

DATE August 24, 1972

TO J. H. Versteeg
Region 3 Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Signing
Valley of Rogue Park-Calif. St. Line
Pacific Hwy.
Contract 7709

Enclosed are fifteen prints of Drawing B-515 for the Valley of the Rogue Park-California State Line Section, Contract 7709.

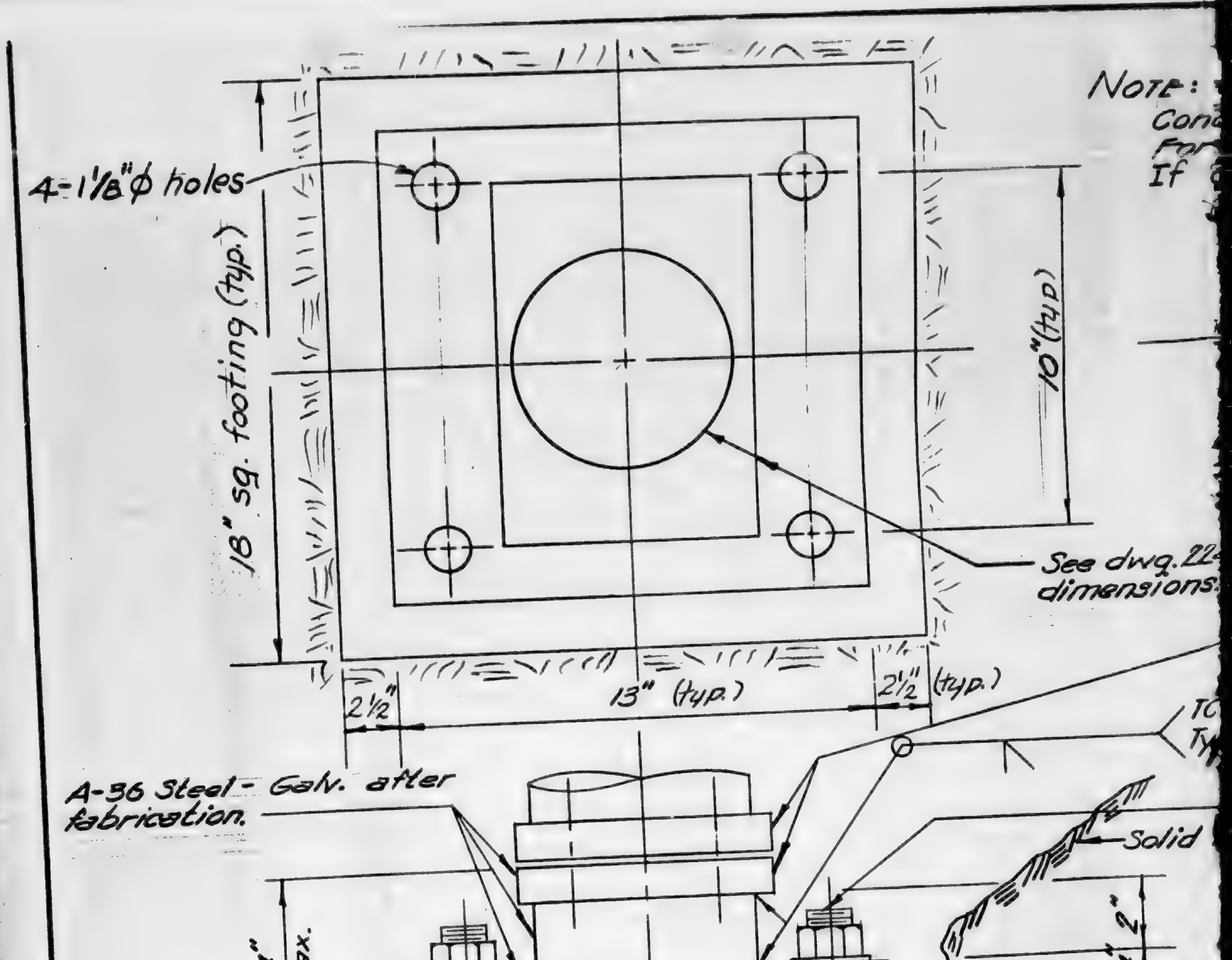
These drawings have been revised to mount breakaway sign support in rock foundation.

These drawings are being sent to you for your use and for forwarding to the resident engineer and the contractor for their work. If additional prints are required, please notify this office.

RWE/ag

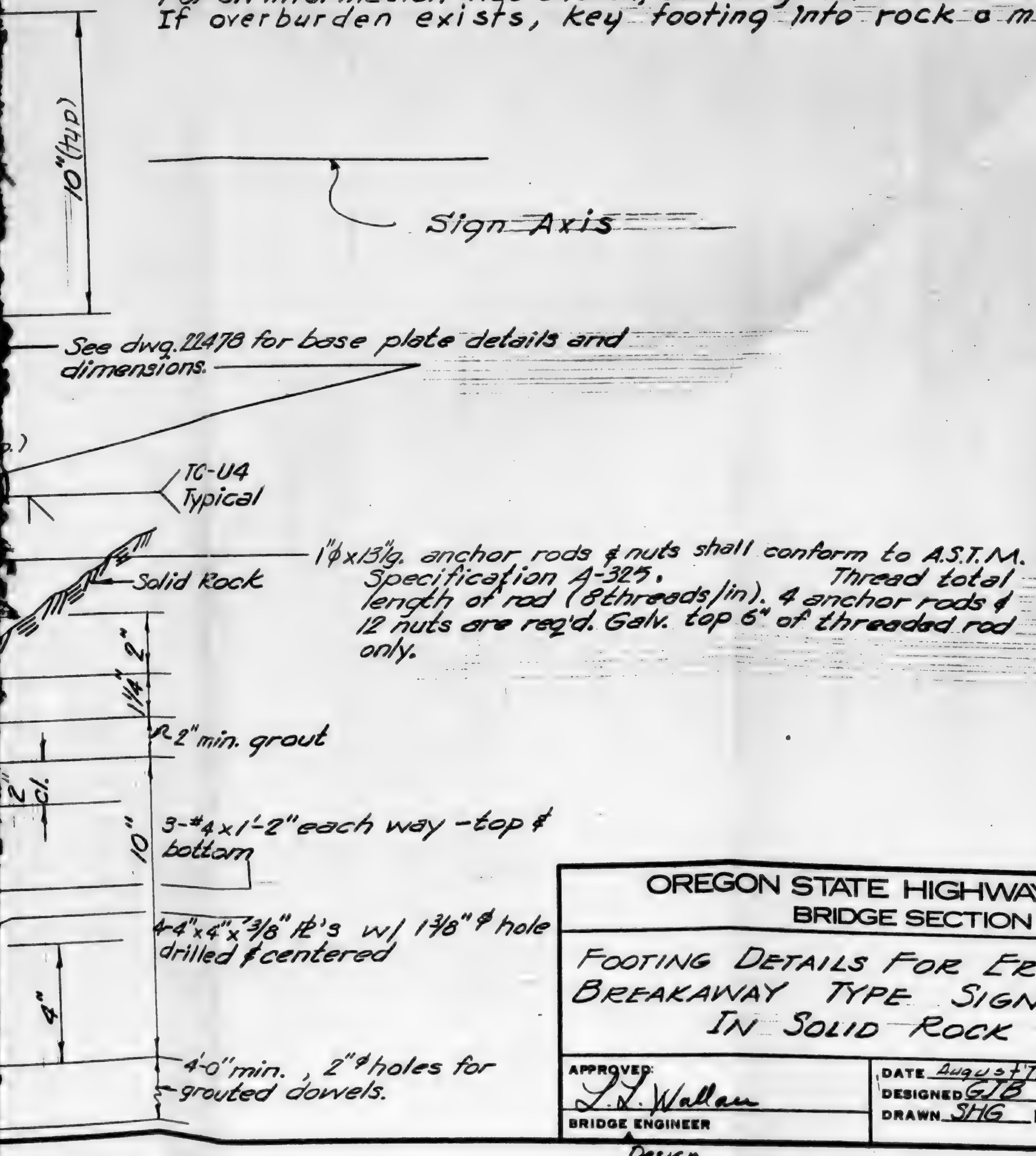
Encls.

cc Keith Martin w/2 attachs.
A. A. Rear w/1 attach.
J. H. Wood w/1 attach.
H. A. Schell w/7 attachs.
Mr. Schell-Please return two sets with your approval noted thereon.
Frank Hall w/1 attach.
Ed Rief w/1 attach.



CHAS. BRUNING CO.

NOTE:
Concrete shall have a design strength of 3,300 p.s.i. in 28 days.
For all information not shown, see dwg. no. 22478.
If overburden exists, key footing into rock a min. of



See dwg. 22478 for base plate details and dimensions.

1"φ x 13"lg. anchor rods & nuts shall conform to A.S.T.M. Specification A-325. Thread total length of rod (8 threads/in). 4 anchor rods & 12 nuts are req'd. Galv. top 6" of threaded rod only.

3-#4 x 1'-2" each way - top & bottom

4-4"x4"x3/8" Pl's w/ 1 3/8"φ hole drilled & centered

4'-0" min., 2"φ holes for grouted dowels.

OREGON STATE HIGHWAY DIV
BRIDGE SECTION

FOOTING DETAILS FOR ERECTI
BREAKAWAY TYPE SIGN PO
IN SOLID ROCK

APPROVED:
L. L. Wallace
BRIDGE ENGINEER
Design

DATE August '72 BRIDGE
DESIGNED GJB
DRAWN SHG DRAWING

[illegible]

shall have a design strength of 3,300 p.s.i. in 28 days.
formation not shown, see dwg. no. 22478.
urden exists, key footing into rock a min. of 6"

Sign Axis

or base plate details and

k — 1"ϕ x 13"lg. anchor rods & nuts shall conform to A.S.T.M. Specification A-325. Thread total length of rod (8 threads/in). 4 anchor rods & 12 nuts are req'd. Galv. top 6" of threaded rod only.

. grout

x 1'-2" each way - top &
om

" x 3/8" ℞'s w/ 1 3/8" ϕ hole
d & centered

-0" min., 2" ϕ holes for
routed dowels.

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

FOOTING DETAILS FOR ERECTING
BREAKAWAY TYPE SIGN POSTS
IN SOLID ROCK

APPROVED: L. L. Wallace BRIDGE ENGINEER Design	DATE August '72 BRIDGE NO. St'd. DESIGNED GJB DRAWN SHG DRAWING NO. B-515

7709

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1972

TO
G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. EHS-I-5-1-(80)00

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7709 Extra Work Order No. 5

Project Valley of the Rogue Park Interchange-California Line

Highway Pacific

County Jackson

To allow more material to be placed in the median area to produce a firmer foundation for the installation of median barrier posts, a decision was made to remove enough material to allow placement of 18-inches of aggregate base and 2 inches of asphaltic concrete. This order covers the cost of doing this work.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator May 30, 1972.

Your approval as of May 30, 1972 is requested.

Attachments

BMW:kds

7709

1/2 ✗
aed

RECEIVED
JUN 15 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Other

I-5

June 15, 1972

C. T. Keasey
Construction Engineer
BUILDING
Frank E. Terpin
Final Design Engineer

Rogue Interchange-California State Line Safety Project

Transmitted herewith is a correction annotated shop drawing of Portland Wire and Iron Works. The drawing is for guard rail anchor assemblies presently being fabricated for use on the Valley of the Rogue Interchange-California State Line safety project, Contract No. 7709.

Deviations from OSHD Standard Drawing No. 2126 A, as noted on the enclosed shop drawing, will be permitted for this contract providing the following corrective measures are taken:

1) The indicated one quarter inch interrupted fillet weld of the plates shown in Section A-A be corrected to a one quarter inch continuous fillet weld.
2) The 1"1/4 inch galvanized screw pin shackle and its 1 3/8 inch galvanized screw pin shown on Standard Drawing No. 2126A is to be provided.
3) A one eighth inch thick galvanized steel washer with an inside diameter of 1 5/16 inch be provided for the over-sized rod hole in the one half inch plate.

Pursuant to compliance with the above stated requirements, it is recommended that a price agreement be initiated to document the change. No adjustment in costs appear warranted.

FET:bgw
cc: John Jenkins
Bill Brown
Ed Reif

RECEIVED

7709

May 25, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-5-1(80)00

FROM George N. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7709 Extra Work Order No. 2

Project Valley of the Rogue Park Interchange-California Line

Highway Pacific

County Jackson

This order covers the cost of adjusting or removing existing sprinkler systems in the interchange areas. This work is required to eliminate conflicts between the sprinkler systems and new guard rail installations. Adjustment of the sprinkler systems was not included as part of the contract work.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer May 15, 1972.

Your approval as of May 15, 1972 is requested.

Attachments

BMW:js

RECEIVED
MAY 26 1972
FOR FILING

1109

NOTICE TO OWNER OR REPUTED OWNER OF DELIVERY OF MATERIAL AND SUPPLIES

TO M C Lininger
P.O. Box 1145 Medford, Ore.

This is to advise you that the undersigned is delivering material and supplies upon the order of Vern Hoaglin Const Co. P.O. Box 187, Cornelius, Ore ~~to~~ be used in and for use upon the construction, alteration or repair of an improvement located upon those certain premises described as

Lot , Block , Addition

Project 7709 Valley of The Rogue
Hy I-5 PO# 331 4/3/72 Project FAP No
EHS-I-5-1(80) in ~~Josephine~~ Jackson County, Oregon;

of which you are the owner or reputed owner;

You are further notified that a lien may be claimed for all such material and supplies so delivered after a date which is ten days before this notice is so delivered to you in person or mailed to you by registered letter, as indicated below, and that payment by the owner or lender to the contractor does not remove the right of the undersigned furnishing such materials or supplies to claim a lien against the above described property unless the undersigned is in fact paid.

cc: Oregon State Hy Dept - Salem, Ore.

Mailed to you by registered letter at Eugene, Oregon, on May 25, 1972

L.D McFarland Co
P.O. Box 2667, Eugene Ore
Materialman

When delivered in person: Receipt of above notice is acknowledged.

Dated: , 19 .

Owner

Not later than 10 days after date of delivery to a contractor or agent of the material or supplies for which a lien may be claimed, the person furnishing such material or supplies must deliver the above notice in person and evidence the delivery by receipt thereof or mail the notice by registered letter to the owner or reputed owner of the property on or about which material or supplies are to be used. (Oregon Revised Statutes, Sec. 87.020)

FORM No. 129A—Materialman's Notice to Owner.
STEVENS NESS LAW PUB. CO., PORTLAND, ORE. ST

[For Notice to Mortgagee or Beneficiary under Trust Deed, see Form No. 129B]

NOTED
FLOYD QUERY

RECEIVED
JUN 13 1972

FOR FILING

STATE COPY

FORM PR-33A
(REV. 3-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

5-7-72

cc: OSHD (Johnson)

7709

Region
Wash DC

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Jackson	Division Oregon
Date of Inspection 5/9/72	Inspection Made By P. V. Riedl, Area Engineer		Project No. EHS-I-5-1(80)00

In Company With Bill Brown, Res Engr; Earl Purdy, Asst Res Engr; J. X. Wilson, Reg. Constr Engr; Tom Lowe, Area Engr; C. Jencks, Trainee

Location California line to the Valley of the Rogue Interchange, approximately 7 miles east of Grants Pass, Oregon.

Contractor Name and Address M. C. Lininger & Sons, Inc., Box 1145, Medford, OR 97501

Award Date 4/4/72	Contract Amount $769,246.00	Time Allowed 180 days	Time Started 4/19/72	Work Started 4/27/72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 14 %	Work Completed 4	

Roadbed (Width) (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Safety	Y101				
Grading					
Paving	Y002	45.85			
Guardrail					
Signing	Y030				

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

Orig to Constr 6-8-72

REMARKS (Report details of statewide inspection-in-depth on form PR-33D)

NOTED
A. E. JOHNSON

VALLEY OF THE ROGUE PARK INTERCHANGE
CALIFORNIA LINE
Grading, Paving, Guardrail and Signing

The project is located on the Interstate Section I-5 from the California Line to the Valley of the Rogue Park Interchange MP 0.0 to MP 45.85.

The work consists of the construction of embankment in place, aggregate base and asphalt concrete pavement; construction of guardrail, median barrier, and revision of sign installations.

1. Work Completed

Clearing & Grubbing	35%	Complete
Drainage	15%	"
Grading	8%	"
Base	2%	"
Material produced	20%	"

6-5-72

COPY SENT
MAY 30 1972
REGIONAL OFFICE

Johnson

NOTED
TOM EDWARDS

CC Young

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

2. Work-in-Progress

The contractor is placing embankment in the median at MP 33.85 and MP 43.77. Placing rock at MP 45.47 to 45.68 and at MP 45.85. Culvert crew working on the 18" CMP at MP 31.31.

3. Comments

A preconstruction conference was held at the field office in Medford on April 13, 1972 in which all construction features—contractors plans for construction, schedules, safety, EEO, training, payrolls were discussed.

The contractor started work on April 27, 1972, at the Valley of the Rogue Park Interchange and plans to work south to the California line completing the work as he goes.

The contractor has subcontracted the signing work to the Stillwell Construction Co.; the concrete work to the Medford Construction Co.; and the Asphalt work to the Tru-Mix Construction Co.

The resident engineer is planning to submit a price agreement eliminating the compaction requirements for the embankment in place material as set forth in the provisions and accept compaction on a visual inspection. It is recommended that this be approved upon submission.

The contractor is working up the details for his EEO requirements and posters have been displayed at the contractor's office in Medford.

RECEIVED
MAY 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7709

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-1	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Jackson
PROJECT REPORT NO. 3	4-25-72	PROJECT NO. EHS-I-5-1(80)00 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 California State Line N. 45.85 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-8-72	0.00
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	Pro Rata 92.26% FEDERAL FUNDS
$ 850,003	$ 784,212

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for R. E. Simpson
Date executed by Division Engineer APR 25 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. EHS-I-5-1(80)00
Safety

VALLEY OF THE ROGUE PARK INTERCHANGE-CALIFORNIA STATE LINE SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Salem, Oregon, April 18, 1972

Project Agreement Estimate

Type Code Y101

Temporary Protection and Direction of Traffic	All Required		$ 64,000.00
Clearing and Grubbing	All Required		25,000.00
Removal of Structures and Obstructions	All Required		30,000.00
Ditch Excavation	370 cu.yd.	5.00	1,850.00
Embankment in Place	19,600 cu.yd.	3.50	68,600.00
Trench Excavation	2,600 cu.yd.	5.00	13,000.00
Furnishing and Placing Topsoil	3,900 cu.yd.	3.50	13,650.00
Watering	300 M-gal.	4.00	1,200.00
1" - 0 Aggregate Base	6,480 cu.yd.	6.50	42,120.00
Class "B" Asphalt Concrete	1,180 ton	40.00	47,200.00
Class "A" Concrete in Box Culvert	75 cu.yd.	155.00	11,625.00
Reinforcement in Box Culvert	10,500 lb.	0.18	1,890.00
8-inch Culvert Pipe	300 lin.ft.	3.50	1,050.00
12-inch Culvert Pipe	230 lin.ft.	4.50	1,035.00
18-inch Culvert Pipe	9,800 lin.ft.	6.00	58,800.00
48-inch Culvert Pipe	35 lin.ft.	30.00	1,050.00
72-inch Culvert Pipe	12 lin.ft.	60.00	720.00
18-inch Paved Culvert End Slopes	3 only	80.00	240.00
48-inch Paved Culvert End Slopes	2 only	300.00	600.00
Concrete Manholes	2 only	500.00	1,000.00
Concrete Inlets, Type "G-1"	2 only	225.00	450.00
Concrete Inlets, Type "G-2"	1 only	270.00	270.00
Concrete Inlets, Type "G-2MA"	3 only	300.00	900.00
Concrete Inlets, Type "M-E"	34 only	375.00	12,750.00
Concrete Inlets, Type "M-O"	31 only	425.00	13,175.00
6-inch Drain Pipe	120 lin.ft.	4.00	480.00
Special Filter Material in Drains	12 cu.yd.	15.00	180.00
Guard Rail, Type 2A	37,500 lin.ft.	3.95	148,125.00
Median Barrier	325 lin.ft.	9.00	2,925.00
Special Median Barrier	925 lin.ft.	9.00	8,325.00
Guard Rail Anchors	180 only	200.00	36,000.00
Extra for Guard Rail Bridge Connection	60 only	250.00	15,000.00
Extra Posts	66 only	30.00	1,980.00

Concrete Shoulder Barrier	45 cu.yd.	160.00	7,200.00
Asphalt Curbs	2,600 lin.ft.	0.65	1,690.00
Loose Riprap, Class 100	10 cu.yd.	20.00	200.00
Roadside Seeding and Mulching	6 acre	500.00	3,000.00
			$637,280.00

Type Code Y002
Signing

Removal of Existing Sign Installation	All Required		$ 6,500.00
Painted Wood Sign Posts	All Required		1,200.00
Footings for Sign Structures	61 cu.yd.	168.00	10,248.00
Breakaway Sign Posts	32,000 lb.	1.20	38,400.00
Cantilever Sign Structure at M.P. 5.50 S.Bnd.	All Required		4,000.00
Type "A" & "B" Signs in Place	746 sq.ft.	8.00	5,968.00
Moving Types "A" & "B" Signs	All Required		8,650.00
			$ 74,966.00

Type Code Y030
Illumination

Frangible Aluminum Transformer Bases	150 only	300.00	$ 45,000.00
Concrete Light Pole Foundations	60 only	200.00	12,000.00
			$ 57,000.00
			$769,246.00
Flagging (60% of Contractor's Cost)	All Required		5,000.00
	Subtotal		$774,246.00
	10% Engr. & Cont.		77,424.20
	Subtotal		$851,670.20
Credit for Salvaged Guard Rail Members	111,168 lb.	0.015	(1,667.20)
	Total		$850,003.00

Length of Project - - - - 0.00 mile

Federal Funds - - - - - -	$784,212.00
State Funds - - - - - - -	65,791.00
Total Cost	$850,003.00

State Funds for Const.:	Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.:	Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7709

Prefix 615-1052

VALLEY OF THE ROGUE PARK INTERCHANGE-CALIFORNIA STATE LINE SECTION

PACIFIC HIGHWAY IN JACKSON COUNTY

Nonparticipating - State Work

State Responsibility for Damages	All Required	$2,000.00

RECEIVED
APR 17 1972
FOR FILING

7709

April 14, 1972

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7709 for work on the Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
James Versteeg
B. E. Brown
L. H. Young
Attn: Vince Gallagher

RECEIVED
APR 12 1972
FOR FILI

7709

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 11, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by ORIGINAL SIGNED BY
L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of April 4, 1972 is requested in the award of contract for the Valley of the Rogue Park Interchange-California Line Section, Project No. EHS-T-5-1(80)00.

The contractor receiving the award is M. C. Liniger & Sons, Inc., in the amount of $769,246, with Contract No. 7709 assigned. This bid was received on March 30, 1972, and awarded April 4, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement. I concur in the award.

R. E. Simpson, Division Engineer ____________ Date

DAR:dg

RECEIVED
APR 5 - 1972
FOR FILING

7709

April 4, 1972

M. C. Lininger & Sons, Inc.
P. O. Box 1143
Medford, Oregon 97501

Gentlemen:

The State Highway Commission today accepted your proposal for work on the Valley of the Rogue Park Interchange-California Line Section of the Pacific Highway in Jackson County for the sum of $769,246 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later in the day approval was received and the Administrator of Highways awarded you the project which has been assigned Contract No. 7709.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Kessey
Walt Hart
James Versteeg
B. E. Brown
William Geibel (SAIF)

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
EHS-I-5-1(80)00
ROGUE RIVER INTERCHANGE - CALIFORNIA STATE LINE SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. I-695

COUNTY NAME: JACKSON

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO: 7769

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
F. B. KLABOE
3-24-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 8, 1972	MARCH 8, 1972	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER
		PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $5,000.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $5,000.00

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MARCH 8, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR [illegible] 1972
OFFICE OF
[illegible]

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-22-72	for	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED.

RECEIVED

FOR FILING

7709

March 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for the Rogue River Interchange-California State Line, Project No. EHS-I-5-1(80)00, and accordingly, we are requesting your authorization to advertise for bids to be received on March 30, 1972.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We have forwarded right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. H. Young
Programing Engineer

Attachment

DAR:dg

FORM E-30

7709

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 7, 1972
Salem, Oregon

SUBJECT:

To:

J. H. Versteeg
Regional Engineer
Region 3
Roseburg

Valley of the Rogue Park Interchange-Calif. Line Sec.
Pacific Highway
Jackson County

Enclosed find six copies of the signing on the above named project. Please note that sign locations are shown by milepost rather than the normal engr. sta.; this is to coincide with milepost control used on the road plans.

Please have the resident engineer on this project take cross-sections at the locations indicated in the tabular data on Drawing No. 27996. We suggest that these be taken approximately ten feet down traffic from the existing location if possible so that new supports in place will not obscure vision of the sign at its present location. We request that these cross-sections start at the "fog line" and go out 60 ft. unless a right-of-way fence is encountered closer.

Please note that three signs are moved a greater distance than above noted; Sign 1- 300 ft.; Sign 29 - 50 ft., and Sign 35 - 15 ft.

We would appreciate these cross-sections as soon as possible so supports can be designed and returned to the engineer for presentation to the contractor soon after contract award.

L. L. Wallace
Bridge Design Engineer

WGB/ag
Attach.

NOTED
E. S. HUNTER

cc: E. S. Hunter

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 3-13

ORM PR-48
EV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 3-1-72
BY (Signature) MR. YOUNG'S FEBRUARY 25, 1972 LETTER	
TITLE PROGRAMING ENGINEER	

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

AGE 1* EM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 695 THRU ______

TEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
95	EHS-1-5-1(80)000	0.0	430,000	396,700	VALLEY OF THE ROGUE STATE PARK INTERCHANGE-CALIFORNIA STATE LINE	GUARD RAIL-MEDIAN BARRIER-SIGN AND ILLUMINATION.

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-3-72
REFERRED TO
Hunter
DEPUTY STATE HIGHWAY E

EMARKS (Division)

RECEIVED
MAR 9 - 1972
FOR FILING

7709

NOTED
E. S. HUNTER

To Young

RECOMMENDED		APPROVED	
ATE	SIGNATURE AND TITLE	DATE 3-1-72	SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga- [illegible] Federal Government to provide Federal fu[illegible] undertaking.

RECEIVED
FEB 28 1972
FOR FILING

7709

February 25, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate "Safety Improvement" project Item 695, Project No. EHS-I-5-1(80)000, "Valley of the Rogue Park Interchange-California Line Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our intention to receive bids for this project on March 30, 1972.

The project is safety improvement work as covered under AASHO's February 1967 report, "Highway Design and Operational Practices Related to Highway Safety".

This project qualifies as an "EHS" project under IM 30-5-71, Section (b), "Emergency Highway Safety Program".

Public hearings are not required for this project under provisions of paragraph 6(c) of PPM 20-8.

Design approval for this proposed safety work is considered as having been given when FHWA accepted the standards recommended in the "Yellow Book", AASHO's publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety".

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book" is considered tacit design approval for minor safety improvements.

This project is exempt from State and District 8 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

An "Environmental Statement" is not required under the provisions of FPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enclosures

JG:js

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	2-25-72 FEDERAL- AI (P

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 California State Line N. 45.85 mi. 21 65	**ADT**	PRESENT 10,400	FUTURE 18,300 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) G-Rail, Med. Barrier, Sign, Illum. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL I-

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJEC TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53	I-5 California State Line N. 45.85 mi.	(54) (58)	(59) (66)	(67)
5					**PE**					
5					**ROW**					
5					**CONST** (CODE) (Safety)		"Valley of the Rogue Park Intchge.-Calif. Line Section"	0.0	430,000	396,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	430,000	396,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 10,400	FUTURE 18,300 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 695 (14) (18)

CY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS-I- 14 23	NUMBER 5-1 7	SEQ. NO. (80) 13	I. Projects Only POST MI. 000 (24) (26)	DESIG. 27

COUNTY NAME Jackson		CODE 029 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. FEDERAL-AID I-5 (32)	STATE (36)	U.S. (37) I-5 (41)	

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (*Full description*)
				Gr. (Emb. in Place); install & revise minor drainage str., guard rail & median barrier. Update sign & illum. installation.
430,000	396,700	33,300		ROW - 250' min.; Access Control- full; Parking Restrictions- complete.
430,000	396,700	33,300		
(16) (23)	(24) (33)			

REMARKS

Additional Data - Items 69A, 183, 197, 209, 244, 271, 294, 360 & 369; Projects I-5-1(9), (23), (29), (33), (37), (44), (49), (55) and (56), respectively.

-over-

USCOMM DUSCOMM-DC 48908-P61

VALLEY OF THE ROGUE PARK INTCHGE.-CALIF. LINE SECTION

Remarks - continued

Project Data: The proposed work consists of (1) grading (embankment in place) basically for construction of earth berms; (2) installing, removing and adjusting minor drainage structures, guardrail and median barrier installations to conform with present interstate safety standards; (3) replacing or modifying existing sign and lighting supports to breakaway type and where possible, move signs further back from the traveled way or mount signs onto undercrossing structures.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the safety work described above will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Clearinghouse: Exempt from State and District 8 Clearinghouse reviews and comments under working agreements dated April 28, 1970 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: The work under this project qualifies as "minor safety improvement" to update this section of I-5 to the safety standards recommended in the "Yellow Book", AASHO publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety".

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book" is considered tacit design approval for minor safety improvements.

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

NOTE: This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (b).

CON RSB 131 2-18-72 4-50 PM

FRANK HALL

ATTENTION TERPIN

REF TO VALLEY OF THE ROGUE - CALIF STATE LINE SAFETY PROJECT

AFTER DISCUSSING THE SALVAGEXXXX SALVAGED GUARD RAIL WITH MR VERSTEEG, IT HAS BEEN DECIDED THAT WE WOULD LIKE TO HAVE THE 16,000 FT OF GUARD RALXX RAIL SALVAGED AND STOCKPILES FOR FUTIRE STATE MAINTENANCE USE. WE WOULD BE WILLING TO PAY SCRAP PRICE FOR THE RAILGM CONTRACTOR, THEREFORE, WOULD INSTALL ALL NEW RAIL.

JOHN QUINER II

CW17.

2/22/72
Return teletype to find out where rail is to be stored. Letter to FHWA to get agreement for. Scrap price being written
T.

NOTED
F. E. TERPIN

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 15, 1971
Salem, Oregon

To: MEMORANDUM TO THE FILES

SUBJECT:

1 g.a.
2 White
3 [illegible]
4 T
5 [illegible]
6 [illegible]
7 REO

On September 8 and 9, 1971, I went with Ernest Valach and Paul Riedl from the FHWA over the section of I-5 between Roseburg and the California line to evaluate work to be included in a spot safety project to eliminate fixed object hazards adjacent to highway shoulders and in gore points. One hundred and seventy-six hazardous conditions were counted and noted adjacent to the southbound lanes. The northbound lanes would have approximately the same number.

The types of hazards noted are listed below in their order of judged degree of hazard.

1. Signs and light standards in gore points.
2. Exposed bridge ends.
3. Bridge columns.
4. Guardrail terminals.
5. Signs and light standards adjacent to shoulders.

Elimination of hazards such as moving a sign, installing breakaway bases, eliminating guardrail where not needed, should be the first remedy. Second would be revising only the end of a guardrail to provide the proper flare, connecting it to a bridge end and protecting bridge columns or retaining walls with guardrail. Flattening of slopes and other corrective measures such as upgrading medians and guardrail should not be included in this spot safety treatment.

FHWA personnel have suggested that this safety work should proceed as rapidly as possible and stated that work performed in an area subject to revision by a future interstate project that could not be logically done in its permanent stage would be eligible for reconstruction in the future project.

A shotgun estimate of the cost of this type of safety work is from \$3,000 to \$6,000 per mile on interstate and \$2,000 to \$3,000 on primary routes. It is my recommendation that projects of this type be limited to lengths of 30 to 40 miles.

Frank L. Hall

Frank L. Hall
Design Engineer

FLH:jh

cc: F. B. Klaboe

[illegible]

10-31-77
5-3-78

[illegible]09

[illegible]

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OUT

771C Fairfield Ave.-Royal Ave. Sec., 1972
Pacific Hwy. W. in Eugene
(Traf. signals at 2 inters.)

C&A 4074 10-5-70

7710

March 2, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,650 will be made to L. H. Morris Electric, Inc., on Contract No. 7710 for traffic signal installation on the Fairfield Avenue-Royal Avenue Section in the City of Eugene on the Pacific Highway West in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $32,308.89 including the post-final payment. Of the total, $81.30 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc L. H. Morris Electric, Inc.
944 West 5th Avenue
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
J. H. Versteeg

RECEIVED
[illegible]

FOR FILING

7710

January 15, 1973

L. H. Morris Electric, Inc.
P. O. Box 456
Eugene, Oregon 97401

Gentlemen:

The State Highway Division has considered your request for additional time to complete work on the Fairfield-Royal Avenue (Eugene) traffic signal installation in Lane County, Contract No. 7710.

In light of pertinent facts and the provisions of the contract, the State Highway Division has granted your request for a 33-day extension of time without the assessment of liquidated damages.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
C. T. Keasey
W. J. Hart
V. E. Skoog
J. H. Verteeg
V. L. Gallgher

WBR/ag dpy

RECEIVED
[illegible]
FOR FILING

7710

cc: C. W. Hea
George M. Baldwin
A. E. Johnson
W. J. Hart
C. T. Keasey
V. E. Skoog
V. L. Gallagher

Gary Ross
Gary Sund

WBR/ag dpy

January 15, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Extension of Time, Contract 7710
Fairfield-Royal Ave. (Eugene) Section
Lane County

L. H. Morris Electric, Inc., contractor for the subject traffic signal installation project, has requested an additional 33 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor cites a delay in the delivery of the controllers as the reason for his failure to complete the project within the time allotted.

The contract was awarded April 14, 1972, and allotted 150 calendar days to complete the work, which forecast a completion date of September 22, 1972. A stop work order was issued prior to the beginning of the calendar day count and rescinded effective May 17, 1972, to allow time to revise plans, which changed the projected completion date to October 13, 1972. The work was completed November 15, 1972, with 183 calendar days charged, an overrun of 33 calendar days.

A strike at the controller manufacturer's plant beginning July 27, 1972, and lasting in excess of the 33 days requested, delayed delivery of the controllers until November 9, 1972.

On the basis of the above delay, I have granted the contractor a 33-day extension of time without assessment of liquidated damages in accordance with authority given me by you. This is a state project and does not require the concurrence of the Federal Highway Administration. This matter will be on the agenda for your concurrence at the January 23 meeting.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7710 Contractor L. H. Morris Electric Inc.

Highway Pacific West

Section Fairfield-Royal Ave.s (Eugene)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Contract delayed by labor dispute.

Recommended for Approval:

J. X. Wilson
Division Engineer

Walter J. Hart
~~Construction Engineer or~~
Bridge Engineer

A. F. Johnson
asst.
State Highway Engineer

Contract No.	7710
Project designation (State-Federal)	State
Date awarded	4/14/72
Work started	6/13/72
Per cent completed	100% 11/15/72 (Date)
No. of Workdays Allowed	150
No. of Workdays Used	183
No. of Added Workdays Requested	33

SP*6206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 27, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 183 days, within which to complete our Contract No. 7710, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Strike at Automatic Signal Division Plant which delayed shipment of the controllers. Herewith are copies of two letters explaining the problem. The controllers were received on 11-9-72 and their installation was completed on 11-15-72.

Respectfully submitted,

L.H. Morris Electric, Inc.
Contractor

By Delbert L. Kendall

CONSENT OF SURETY

Date November 29, 1972

We, United Pacific Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

W. J. Wheeler
United Pacific Insurance Company
Attorney-in-fact

W. J. Wheeler
Eugene Insurance Agency, Inc.
Resident Agent

(SEAL)

RECEIVED
DEC 27 1972
BRIDGE DIVISION

LE✓

FORM 2-90 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
December 22, 1972

SUBJECT: Fairfield-Royal Ave.(Eugene)
Contract No. 7710
Contractor's Request for
Increase of Work Days to
Complete Construction Contract

State

To: Walter J. Hart
Bridge Engineer
SALEM

Attached is a Request for Increase in Number of Workdays submitted by the contractor on the above project asking for 33 additional days. Also included is Resident Engineer Ellis Jones' transmittal letters substantiating justification for the requested time.

Installation of signal equipment other than controllers was completed 4 days past the 150 calendar days allowed. The reason for this was that poles could not be erected until protective curbs and islands, added to the job by P.A. #1, were constructed. There should be no question that these days be allowed.

The entire project was not completed until November 15, some 33 days past the contract completion date. Labor dispute delays at the controller manufacturer's plant, substantiated by attached correspondence, was the cause for this.

We feel the contractor is entitled to and we recommend granting the requested 33 additional days.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.

cc C. T. Keasey
L. E. George
Ellis Jones

RECEIVED
DEC 27 1972
BRIDGE DIVISION

FORM 2-90

ROSEBURG REGION
RECEIVED
DEC 18 1972
W

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
December 15, 1972

SUBJECT: Fairfield-Royal Ave.s (Eugene)
Contract No. 7710
Contractor's Request for Increase
in Number of Work Days to Complete
Construction Contract

To: Mr. J. H. Versteeg
Region Engineer
Oregon State Highway Dept.
Roseburg, Oregon

Attention: Mr. J. X. Wilson,
Region Construction Engineer

Enclosed please find a request from L. H. Morris Electric Inc. for an extension of time to complete the project without assessment of liquidated damages. We have reviewed this request and recommend the additional 33 work days for the following reasons.

On August 4, 1972, Price Agreement No. 1 was approved to provide payment for installing concrete curbs and islands at several locations. Because of difficulty in finding an available sub-contractor to do this work it was not completed until September 19, 1972. It was necessary to complete these curbs and islands prior to the erection of the signal poles (which were on hand) to provide protection from traffic. Because of this delay the installation of poles, span wires, signal heads and all contract items except control equipment was not completed until October 17, 1972. This was ~~3~~ 4 days past the 150 calendar days allowed.

On August 15, 1972, a letter was received from L. H. Morris Electric Inc. accompanied by a letter from Automatic Signal Division explaining that due to labor problems related to negotiating a new contract at their California plant there would be some delay in the shipment of signal control equimpent to the subject project. At this time, however, no projected delivery date was offered. On October 18, 1972, another letter was received from L. H. Morris Electric Inc. and Automatic Signal Division stating that there would be at least a 60 day delay in shipping since the control equipment would have to come from their Connecticut plant. This change in shipping points and the resulting delay was due to the still unsettled labor dispute at their California plant. The signal control equipment was received by the contractor on November 9, 1972, and shop testing and installation was started. Final field testing of wiring and equipment was completed on November 14, 1972, and both intersections were placed on police flash operation. On the following day, November 15, 1972, the signal systems were placed in final sequence operation by the factory representative, Mr. Al Williams, City of Eugene Traffic Engineer, Mr. R. Judson, and Mr. G. Clark, OSHD.

We feel that the additional 33 days required to complete the job was a result of; 1) extra work required for installing curbs and islands and 2) a labor dispute at the Automatic Signal Division plant in California. Therefore, we recommend that this request for additional time be granted.

Ellis H. Jones
Ellis H. Jones
Resident Bridge Engineer

RECEIVED
DEC 27 1972
BRIDGE DIVISION

JEC/jn

DECEIVED
JAN 5 - 1972

7710

January 5, 1973

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On January 3, 1973, we wrote to you concerning release of final payment on Contract No. 7710 awarded to L. H. Morris Electric, Inc., for traffic signal installation on Fairfield Avenue-Royal Avenue in Eugene on the Pacific Highway West in Lane County.

Final payment on this contract is $1,528.88 and the total contract amount is $30,658.89 including $81.30 for work performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc L. H. Morris Electric, Inc.
944 West 5th Avenue
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Monner
James Versteeg

RECEIVED

7710

December 29, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7710 Work Completed November 15, 1972

Project Fairfield Ave.-Royal Ave. (Eugene)

Highway Pacific West County Lane

Type of Work Traffic Signal Installation

Contractor L. H. Morris Electric, Inc.

Recommended Acceptance Date December 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:ed

cc: C. W. Head
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7710

Report No. 25

OREGON STATE HIGHWAY DIVISI

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION F IRFIELD AVE.-ROYAL AV

WEEK ENDING 11/18/72

SECTION PREFIX 20-1633

HIGHWAY Pacific West

COUNTY Lane

NAME OF JOB Fairfield Ave.-Royal Ave. (Eugene)

KIND OF WORK Traffic Signal Installation

CONTRACTOR L. H. Morris Electric, Inc.

CONTRACT NUMBER 7710

FEDERAL AID PROJECT NUMBER State

DATE OF CONTRACT 4-14-72

DATE WORK STARTED 6-16-72

ESTIMATED COMPLETION DATE

AVERAGE FORCE ON PROJECT FOR THE WEEK 2

MEN 1 **SUPERVISION** 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 150

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 183

PERCENT OF TIME ELAPSED 122%

PROJECT AUTHORIZATION $ 35,195.01

EXCLUSIVE OF ENGINEERING $ 32,121.21

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 32,363.11

ESTIMATED PERCENT OVERRUN [redacted] 100.7%

ENGINEERING AUTHORIZATION $ 3,073.80

ENGINEERING COST TO DATE $ 3,376.89

PERCENT OF AUTHORIZATION 110%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100.7%

DATE PROJECT WAS COMPLETED: 11/15/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

1 Pickup 1 Ladder Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Partly Cloudy			RECEIVED
TUESDAY	Partly Cloudy			1972
WEDNESDAY	Fog am-Overcast pm			Walker Johnson CONSTRUCTION SECTION Litchfield Berg
THURSDAY	Showers			
FRIDAY	Cloudy			BEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11/12/72 SUNDAY	
11/13 MONDAY	Completed installation and wiring of control equipment.
11/14 TUESDAY	Aligned and pinned signal heads.
11/15 WEDNESDAY	Placed signal system in operation.
11/16 THURSDAY	No activity.
11/17 FRIDAY	No activity.
11/18 SATURDAY	

REMARKS

Status: Project complete and in operation.
Control equipment wiring as provided is incorrect and will be corrected by factory representative.
R. Judson, Glen Clark, Al Williams, were present 11/15/72 for the signal turn-on.

SIGNED Ellis H Jones LOCATION Eugene, Oregon
Ellis H. Jones, Resident Bridge Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

[illegible]

DECEIVED
MAY 2 - 1972

FOR FILING

7710

May 1, 1972

L. H. Morris Electric, Inc.
944 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7710 for traffic signal installation on the Fairfield Avenue-Royal Avenue (Eugene) Section of the Pacific Highway West in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
Ellis Jones

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE April 28, 1972

TO J. H. Versteeg
Regional Engineer
Region 3
Roseburg

FROM
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

SUBJECT Fairfield Ave.-Royal Ave.(Eugene) Section
Pacific Hwy. W.
Lane Co.
Traffic Signal Installation
Contract 7710
Revised Plans

NOTED
A. E. JOHNSON

Pursuant to your request to the Traffic Section revised plans for the subject project are enclosed for your use.

The revisions shown on TES Drawing 2525 include re-positioning of Pole No. 3, substitution of a pole with mast arm for the strain pole originally shown at position 4 and the addition of curbs and islands. Revisions on TES Drawing 2526 include the re-location of pole # 8 and the addition of various curbs and islands.

These drawings are for your use and for forwarding to the resident engineer and the contractor for their work.

Please initiate any price agreements necessary to accomplish these revisions.

RWE/ag

Attachs.

cc A. E. Johnson
L. E. George
Ellis Jones
D. O. Christensen

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Files

L. H. MORRIS ELECTRIC, INC.

Electrical Contractors

Phone 344-6272
944 West 5th Avenue
P.O. Box 466
EUGENE, OREGON - 97401

7710

April 27, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Floyd Query

Re: Signal Installation on hte
Fairfield Avenue-Royal Avenue
Eugene Section of the Pacific
Highway West. Contract No. 7710

Gentlemen:

Herewith are two signed copies of the contract on the above subject job.

Very truly yours,
L.H. MORRIS ELECTRIC, INC.

BY: Janet L. Davis

JLD/sl
Enc.

RECEIVED
STATE HIGHWAY [illegible]

NOTED
FLOYD QUERY

RECEIVED
MAY 1 - 1972
FOR FILING

1859

7710

**OREGON STATE
HIGHWAY DIVISION**

Routing
Keasey K
Bond
Walker
Johnsen
RECEIVED
APR 27 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

Eugene, Oregon
April 26, 1972

L. H. Morris Electric, Inc.
P. O. Box 466
Eugene, Oregon 97401

Attn: Mr. Del Randall

Re: Fairfield Ave. - Royal Ave.
Contract No. 7710
Temporary Suspension of Work

This letter will confirm our discussions regarding the revision of the plans for this project. Effective this date, 8:00 A. M., 4-26-72, you are instructed to temporarily suspend all work until revised plans can be approved, delivered and discussed with you.

NOTED
A. E. JOHNSON

Ellis H Jones
Ellis H. Jones
Resident Bridge Engineer

EHJ/rfj

cc: C. T. Keasey ✓
W. J. Hart
J. H. Versteeg
Al Williams, Traffic Engr., City of Eugene

RECEIVED
APR 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Send copy to A E Johnson
CTK

RECEIVED

FOR FILING

7710

April 14, 1972

L. H. Morris Electric, Inc.
944 West 5th Avenue
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on April 4, 1972, accepted your proposal for traffic signal installation on the Fairfield Avenue-Royal Avenue (Eugene) Section of the Pacific Highway West in Lane County and referred it to the Administrator of Highways with authority to award the contract as soon as the City of Eugene approves the project and deposits $17,600.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7710.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 26, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures
bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., Portland, Ore.
C. T. Keasey
L. H. Young
Attn: Vince Gallagher
William Geibel (SAIF)
Walt Hart
James Versteeg
Ellis Jones

RECEIVED
APR 5 - 1972
FOR FILING

7710

April 4, 1972

Mr. Al Williams
Traffic Engineer
City Hall
Eugene, Oregon 97401

Dear Mr. Williams:

On February 24, bids were opened for the installation of traffic signals at the intersections of the Pacific Highway West with Fairfield and Royal Avenues in Eugene. The data concerning the bids are as follows:

Low bid	$29,588.00
Permanent pavement striping	650.00
Flagging	500.00
Sub-total	$30,738.00
Engineering & contingencies (14 1/2%)	$ 4,457.00
Total cost	$35,195.00
City's share (50%)	$17,600.00

If you would submit the city's check in the amount of $17,600.00, we will proceed to award the contract.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv el

bcc: Tom Edwards
F. B. Klaboe
L. E. George
J. H. Versteeg

RECEIVED
APR 5 - 1972
FOR FILING
7710

April 4, 1972

L. H. Harris Electric, Inc.
P. O. Box 466
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $29,588 for traffic signals at two intersections on the Fairfield Avenue-Royal Avenue Section of the Pacific Highway west in Eugene, which was the low bid received for that job on March 30.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the City of Eugene approves the project and deposits $17,600. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc C. T. Keasey
Walt Hart
James Versteeg
Ellis Jones

[illegible] 1970

[illegible]

7710

HN

9-30-70

October 5, 1970

MISC. CONTRACTS and
AGREEMENTS No. 4774

City of Eugene
City Hall
Eugene, Oregon 97401

Attention: S. P. Flogstad
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement with the City of Eugene covering installation of traffic signals at the intersections of the Pacific Highway West with Royal Avenue and Fairfield Avenue.

We assume we will receive a copy of the City's ordinance or resolution authorizing the Mayor and Recorder to enter into this agreement as called for on page 2, under things to be done by City, paragraph 5.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc F. B. Crandall
(conf. agree. att.)

RECEIVED
SEP 28 1970
FOR FILING

7710

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 22, 1970

Mr. Alva Williams
Traffic Engineer
City Hall
Eugene, Oregon 97401

Dear Mr. Williams:

The State-City agreement covering the installation of traffic signals at the intersections of the Pacific Highway with Royal Avenue and Fairfield Avenue provides that the City furnish a copy of a resolution or ordinance passed by the City authorizing the Mayor and City Recorder to enter into the agreement.

Will you please forward a copy of a resolution or ordinance, as the case may be, to this office for inclusion in the agreement.

Very truly yours,

F. B. Klaboe
Assistant State Highway Engineer

by

L. E. George
Operations Engineer

njc

bc: Floyd Query

NOTED
FLOYD QUERY

SEP 10 1970

FOR FILIN

7710

September 9, 1970

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Eugene for the installation of traffic signals at the intersections of the Pacific Highway West with Royal Avenue and Fairfield Avenue.

This agreement provides that the State shall do the work of the project with the City agreeing to pay one-half the cost, maintain the installations, and pay for electrical energy consumed. The total estimated cost is $50,000, the State's share to be taken from Minor Betterment Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

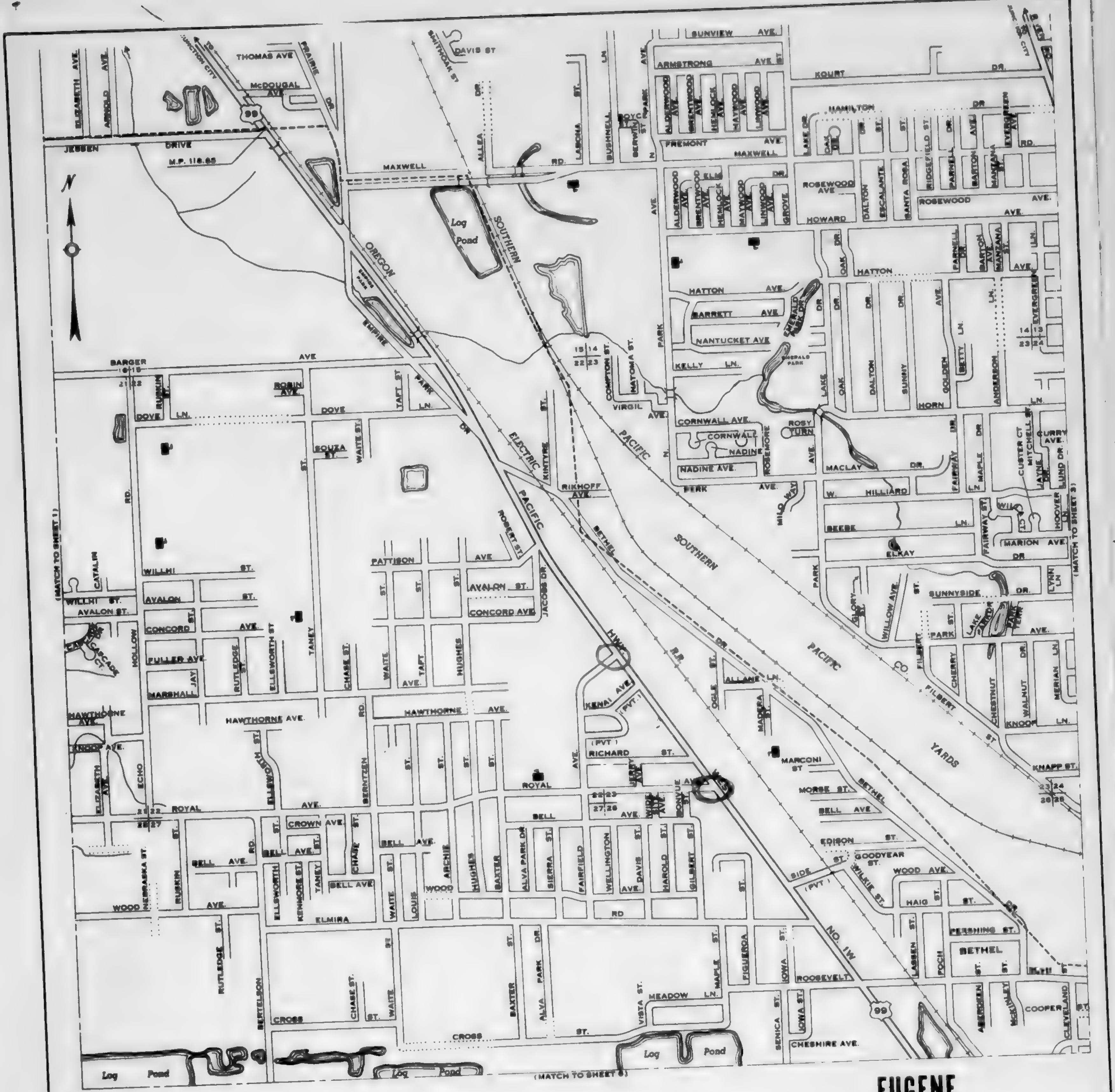
This matter will be on the agenda for your consideration at the September 29 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
V. D. Wolfe
F. B. Crandall
V. E. Skoog
R. N. Bothman
H. S. Cox
J. J. Gix
C. T. Keasey

VPJ:njc sr



EUGENE

LANE COUNTY, OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE

U S DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

Population 72,600

Scale in Feet

Revised January 1966

SIGNED ROUTES

INTERSTATE 0

U S 00

ORE 00

LEGEND

Post Office

School

R R Depot

Public Bldg.

CY – City Hall

CT – Court House

A – Armory

L – Library

Street open for travel

Street dedicated but not open

City Limits

SHEET ARRANGEMENT

1	2	3	4
5	6	7	8
	9	10	11

SHEET 2 OF 11 SHEETS

7712 S.W. 3rd St.-S.W. 4th Ave. Sec. 1972
(Ontario) on 9th St. (Grad., pav.,
and traffic signals)

C4A 4358 11-5-71

OREGON STATE HIGHWAY DIVISION

Form A-191 (7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Ontario
City Hall
Ontario, Oregon 97914

Attention of Mr. Jack Collins, Manager

Request No. (assigned by staff engineer or head of division) CC 1496

Date June 24, 1975

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5023(2) & EHS-T-5023(3)
SW 3rd Ave.-SW 4th Ave.
City of Ontario

Covered by agreement dated 11/5/71
Contract No. 7712

Itemized Statement: CLR-DT-File #502303 Advance Deposit $12,600.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$12,600.00	
		Amounty Previously Transferred	8,600.00	
				$ 4,000.00
		Amounty Previously Transferred	$ 8,600.00	
		City's Share per attached sheet	12,390.38	
				$ 3,790.38
		REFUND DUE CITY		$ 209.62
		(ATTACH ITEMIZED STATEMENT TO INVOICE)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 12,600.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 8,600.00

Give the number of the last previous request in connection with this same service. CC 1375

Credit distribution:

23-0602-299	$ 644.89
23-0603-299	$3,145.49

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engineer

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 24 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 24, 1975

CITY Ontario **Contract No.** 7712 **Date Completed** 10/12/72

EHS-T-5023(3)

PROJECT #T-5023(2) **Section** SW 3rd Ave.-SW 4th Ave.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$46,505.80
SFO #1 Permanent Traffic Lines	294.53
SFO #2 Lawn Construction by City	164.00
Construction Engineering	5,816.09
Interest Paid to Contractor	33.86
Preliminary Engineering	3,446.21
TOTAL PROJECT COST	$56,260.49
Federal Aid Funds Collected:	
Preliminary Engineering	$ 2,156.43
Construction	29,323.30
Amount to be shared by state & city	$24,780.76
City share per agreement date 11/5/71:	
50% of $24,780.76	$12,390.38
City's advance deposit 4/13/72	12,600.00
BALANCE TO BE REFUNDED TO CITY	$ 209.62

Reference: Billing Form CC 1496

(MEMORANDUM) F l Voucher

ROVED BY
ROLLER GENERAL,
MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5023 (2) ONTARIO

VOUCHER PERIOD: FROM 8-5-71 TO 2-25-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$3,444.34	$3,392.74	63.56%	$2,156.43	$2,156.43	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog
Controller

FORM PR-20a (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. 3RD AVE.-S.W. 5th AVE. (ONTARIO) SECTION					
	Preliminary Engineering **Type Code P.E.** **Preliminary Engineering**					
	Preliminary Engineering	All	Required		**$3,392.74**	
	Total Preliminary Engineering Cost				**$3,392.74**	
	Total Participating Cost				**$3,392.74**	
	Nonparticipating Items					
	Audit Expense	All	Required		53.47 **$ ~~51.60~~**	
	Total Nonparticipating Cost				**$ ~~51.60~~**	
	Total Cost				**~~$3,444.34~~** $3446.21	
	AMOUNT CARRIED FORWARD......					

```
[illegible]                                                                              TO DATE

ARIO TOP CS             CONT NO      * FA PROJ NOS T   523001 100
                            023    0601     296      00 N 9                                   1,[illegible].67CR
                            023    0601     296      00   0                                   2,[illegible]CR
                            023    0601     298      00 N 9                                   [illegible]
                            023    0601     [illegible]      00   0                                   2,[illegible].00
                            023    0601     299      00 N 9                                   [illegible]
                            023    0601     907      00 P 0                                   [illegible]
                            023    0601     910      00 P 0                                   [illegible]
                            023    0601     911      00 P 0                                   4,[illegible]
                                            TOT      00                                       4,[illegible].07
                                       ** JOB TOTALS **          **              **           4,[illegible].07

 ST /ONTARIO/           CONT NO      * FA PROJ NOS
                            023    0602     296      00 N 9                211.44             2,1[illegible]CR
                            023    0602     [illegible]      00 N 9                211.44CR           2,1[illegible].45
                            023    0602     900      00 P 1                 25.[illegible]CR
                            023    0602     [illegible]      00 N 1       6.57        6.[illegible]                 6.57
                            023    0602     901      00 P 1                 25.[illegible]              1,0[illegible]
                            023    0602     901      00 N 1       6.57CR      6.[illegible]CR              [illegible]CR
                            023    0602     [illegible]      00 P 1                  6.[illegible]CR              72[illegible]
                            023    0602     [illegible]      00 N 1       1.63        1.63                1.[illegible]
                            023    0602     906      00 P 1                                     1[illegible]
                            023    0602     911      00 P 1                2[illegible].5[illegible]CR           1,0[illegible]
                            023    0602     911      00 N 1        .19         .19
                            023    0602     915      00 N 1                 51.[illegible]               51.[illegible]
                            023    0602     [illegible]      00 P 1                151.[illegible]CR            43[illegible]
                            023    0602     [illegible]      00 P 1                 [illegible]
                                            TOT      P1                        4[illegible]CR          3,3[illegible]
                                            TOT      N1           1.87        [illegible].47               [illegible].57
                                       ** JOB TOTALS **           1.87  **    377.3[illegible]CR**        3,4[illegible]

3RD ST-SW 4TH AVE(ONTARIO) CONT NO 7712 = FA PROJ NOS T   523003 100
                            023    0603     301      00 P 1             45,116.18            46,4[illegible].18
                            023    0603     301      00 N 1                 39.62                39.62
                            023    0603     303      00 P 1
                            023    0603     304      00 P 1                459.57CR             459.57CR
                            023    0603     304      00 N 9                527.[illegible]              4[illegible]
                            023    0603     306      00 N 1                 33.[illegible]               3[illegible]
                            023    0603     [illegible]      01 P 1                276.[illegible]              276.[illegible]
                            023    0603     278      01 N 1      18.03        18.03                18.03
                            023    0603     296      00 P 9             29,031.00CR          29,031.[illegible]CR
                            023    0603     298      00 N 9             29,031.00            29,031.[illegible]
                            023    0603     900      00 P 1              5,375.35             5,746.[illegible]
                            023    0603     900      00 N 1       3.03CR      61.24                67.07
                            023    0603     901      00 P 1
                                            TOT      P1                 50,708.46            52,028.33
                                            TOT      N1          15.00        152.75               153.5[illegible]
                                            TOT      N9                        527.07               459.57
```

(MEMORANDUM)

Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 10-11-74

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS
Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. EHS-T-6023(3)

VOUCHER PERIOD: FROM 2-25-72 TO 10-11-74

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$52,814.28	$51,408.31	57.04%	$29,323.30	$29,323.30	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

$0.00

V. E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. 3rd Ave.-S.W. 4th Ave. (Ontario) Section					
	Malheur County					
	Construction					
	Type Code 6201					
	Roadway (Sta. 10+10 to STa. 15+25)(Contr. 7712)					
	Final Contract Payment Summary	Lump Sum			$27,324.90	
SFO	#1 Permanent Traffic Lines	All Required			276.50	
	Subtotal				$27,601.40	
	Type Code Y031					
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			$19,141.28	
	Subtotal				19,141.28	
	Total Construction Cost				$46,742.68	
	Construction Engineering	All Required			$ 4,665.63	
	State					
	Roadway $2,752.72					
	Traffic Signals 1,912.91					
	Total Construction Engineering Cost				$ 4,665.63	
	Total Participating Cost				$51,408.31	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			$ 39.62	
SFO	#1 Permanent Traffic Lines	All Required			18.03	
SFO	#2 Lawn Construction (City of Ontario)	All Required			164.00	
	Interest paid to contractor	All Required			33.86	
	Construction Engineering	All Required			1,150.46	
	Roadway $694.66					
	Traffic Signals 511.31					
	Total Nonparticipating Cost				$ 1,405.97	
	Total Cost				$52,814.28	
	AMOUNT CARRIED FORWARD.					

FORM PR-20A (6-71)

GPO 914-021

Summary of Completed Federal Aid Work

S.W. 3rd Ave.-S.W. 4th Ave. (Ontario) Section

EHS-T-5023(3)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Roadway (Sta. 10+10 to Sta. 15+25)	6201	$31,248.78	$17,313.99	0.098 Mile
Traffic Signals	Y031	21,565.50	12,009.31	-
		$52,814.28	$29,323.30	0.098 Mile

EXCERPTS FROM MINUTES OF MEETING ON DECEMBER 12, 1972

OF THE OREGON STATE HIGHWAY COMMISSION

ESH-T-5023(3)

Ontario Asphalt Paving Company, Contract No. 7712 on the S. W. 3rd Avenue-S. W. 4th Avenue (Ontario) Section in Malheur County, requested an extension of 60 days. The Commission confirmed an extension of 37 days which will delete all liquidated damages. The Federal Highway Administration has concurred in this extension on November 1, 1972.

```
                                            TOT       N1                                              10.19             10.19
                                          ** JOB TOTALS **          392.77  **        3,287.78  **      3,323.30

 3RD ST-SW 4TH AVE(ONTARIO) CONT NO 7712 * FA PROJ NOS T   523003 100
                              023    0603     201      00 P 1                                          46,466.18
                              023    0603     201      00 N 1                                              39.62
                              023    0603     204      00 P 1                                             459.57CR
                              023    0603     204      00 N 9                                             459.57
                              023    0603     206      00 N 1                                              33.86
                              023    0603     278      01 P 1                                             276.50
                              023    0603     278      01 N 1                                              18.03
                              023    0603     282      03 N 1                                             164.00
                              023    0603     296      00 N 9                               .30CR      37,923.30CR
                              023    0603     293      00 N 9                               .30        29,323.30
                              023    0603     299      00 N 9                                          8,600.00
                              023    0603     900      00 P 1                          1,020.09CR       4,685.63
                              023    0603     900      00 N 1                          1,083.39         1,150.46
                                              TOT      P1                              1,020.09CR      50,943.74
                                              TOT      N1                              1,083.39         1,486.97
                                              TOT      N9                                                 459.57
                                           ** JOB TOTALS **                 **              3.30  **   52,814.28



                                                                                  MAY 1975             PAGE   28

 TO DATE JOB COST SUMMARY                                                           FISCAL            GRAND TOTAL
                                                                                 YEAR TO DATE           TO DATE
                                           FUNCTION   GR  CURRENT MONTH
 PTION OF JOB OR DEPARTMENT       PREFIX

 LEM FR URBAN ST STUDY       CONT NO     * FA PROJ NOS T    528002 100
                                024    0601     296     00 N 9                               3.05         7,014.78CR
                                024    0601     296     00   0                                              508.08CR
                                024    0601     298     00 N 9                               3.05CR       7,014.78
                                024    0601     298     00   0                                              508.08
                                024    0601     900     00 P 1                                              208.71
                                024    0601     907     00 P 1                                                1.12
                                024    0601
```

7716 10 8 7[illegible]

STATE COPY

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

U.S. [illegible]ARTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 7	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT October 8, 1974	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. EHS-T-5023(3)
COMPLETION DATE October 12, 1972	ACCEPTANCE DATE BY CONTRACT AGENCY November 29, 1972	TIME ELAPSED 100 %	CONTRACT TIME 130 CD
APPROVED EXTENSIONS 37 days	LOCATION Jct. of SW 3rd and SW 4th Avenue in Ontario, Oregon.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
OCT 11 1974
Washington

S.W. 3RD AVENUE - S.W. 4TH AVENUE (ONTARIO)
S.W. 9TH STREET
Grading, Paving, and Signals

This project has been completed in reasonable conformance with the approved plans and specifications; therefore, acceptance is recommended.

10-15-74
cy [illegible]

[illegible]IED
COULTER

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE R. A. Nichols Original signed by R. A. NICHOLS		SIGNATURE E. J. Valach Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 10-8-74	TITLE District Engineer	DATE OCT 11 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

OREGON STATE HIGHWAY DIVISION

Form A-191 (7 65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
CITY OF ONTARIO
CITY HALL
ONTARIO, OREGON 97914

Attention of Mr. Jack Collins
Manager

Request No. (assigned by staff engineer or head of division) cc 1375

Date October 5, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

☐ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit		$12,600
		Partial transfer of advance deposit for TOPICS Project T-5023(2), S.W. 3rd Ave-S.W. 4th Ave. Section, S.W. 9th Street.		
		CLR-DT File #502302		
		Covered by agreement dated 11/5/71.		8,600
		TO BE RETAINED		$ 4,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 12,600

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
23-0603-299

Submitted by: RB
Richard Bladorn, County/City Sect.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
F-102 (13)	7467	33-1003	Gap-Lynd Grade Summit	1,176,227.63	
F-318 (12)	7531	26-1038	Vista Ridge Tunnel	41,845.29	3/2[illegible]
I-80N-2(42)39	7545	614-1070	Multnomah Co. Line-E. Cascade Locks	112,309.03	
I-80N-3(61)71	7654	633-1004	Memaloose Safety Rest Area	6,668.35	
T-5007(1)	7553	2-0603	N.W. Walnut Blvd-N.W. Taft Ave	36,190.94	
T-5023(2)	—	23-0602	SW 3rd Ave-SW 5th Ave ONTARIO	2,152.43	3446.21
SU 476(4)	7487	518-1018	Esplanade St-Fort Klamath	264,250.43	5-11-7[illegible]
S 574(1)	7365	530-1011	Walla Walla River (Joe West) Bridge	57,659.85	
I-5-2(65)100	7559	610-1034	Canyonville Interchange	33,390.56	
I-5-4(66)206	7272	622-1033	Oak Grove Safety Rest Area	513,450.13	
I-5-5(49)284	7502	634-1048	E. Portland Freeway-Hubbard Inter.	134,577.02	
I 205-7(16) 294	7508	603-1014	S.West Linn-Tualatin River	182,603.12	
I-205-7(19) 296	7468	634-1047	Tualatin River-Pacific Hwy	286,939.62	
I-405-8(26) 302	7500	626-1031	SW Hall-SW Alder	86,796.50	
T 5007(3)	75[illegible]6	2-0601	N.W Circle-NW Spruce Ave	32,950.09	
T 5025 (11)	—	3-0604	Pearl St & Warner-Milne Rd	1,508.32	2467.26
ERFO 224(1)	—	21-4718	Cascade Head Slide	40,183.27	
I-5-1(15)	—	615-2506	12th-N. Ashland Interchange	1,301,377.72	6/7/13
I-5-1(26)	—	615-2508	N Ashland Inter.-S Ashland Inter	551,626.21	
HPR 1(7)	—	Various	—	1,232,296.28	
HPR 1(8)	—		—	1,393,849.05	

RECEIVED
COUNTY & CITY SECTION
JUN 11 1973
☐ ENGR. ☐ COOR. ☐ GE ☐ FE ☐ OE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7712

September 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-T-5023(3)

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7712 Work Completed October 12, 1972

Project S.W. 3rd Ave. - S.W. 4th Ave. (Ontario)

Highway S.W. 9th Street

County Malheur

Acceptance: Transportation Commission December 4, 1972

Federal Highway Administration November 29, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

DC:wm

cc: V. E. Skoog

T

HOLY ROSARY HOSPITAL
351 S.W. 9th STREET - ONTARIO, OREGON 97914
TELEPHONE (503) 889-5331
Serving Humanity

September 11, 1974

RECEIVED
COUNTY & CITY SECTION
SEP 16 1974
☑ ENGR. ☑ COOR. ☑ UE ☒ AE ■ UE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

Gary Zehner
Oregon State Highway Department
405 St. Highway Building
Salem, Oregon

Dear Mr. Zehner:

After our telephone conversation of today I investigated more fully into the matter concerning the planting of the lawn on 9th Street.

During the month of July we apparently received a check in the amount of $164.00 from the State Highway department covering the enclosed bill submitted by Clarence P. Lloyd, covering the actual planting of the lawn.

I am also enclosing a bill totaling $455.00 which covered the preparation of the lawn and ground. This bill has never been covered by any outside agency - either the City or the State.

The $164.00 bill was, according to our purchasing department, forwarded to the City of Ontario, but the payment apparently came from the State. I believe the original agreement was that the hospital was to be reimbursed for all expenses incurred in connection with the relocation of the highway.

Thank you for any information you can give us regarding a final conclusion of this matter.

Yours very truly,

A. Kareen Shelby

A. Kareen Shelby
Administrative Secretary

encl.

cc: Vince Gallagher

9-18-74 -
Called Jack Collins - Sprinkler system not @ City or State expense. He will contact Mrs. Shelby.
YEZ.

Figures as requested per letter of April 22, 1974

140 ft. 1½ in. pipe @ .30	42.00
240 ft. 1 in. pipe @ .22	52.80
9 Large Sprinkler Heads @ 18.40	165.60
380 ft. Trenching @ .15	52.00
Valves, fittings, etc.	42.00
Jack Hammer Rent	8.00
Sprinkler system installation, labor, back filling, tamping, clean up and testing.	92.60
TOTAL	455.00

P.O.# 8

STATEMENT

FROM Clarence P Lloyd
Rt 2 Box 172
Ontario Ore 4-15 1974
TO Holy Rosary Hospital
ADDRESS
CITY Ontario Ore
TERMS

		Roto Tilling +			
		Seeding + Packing	17hr @ 7 35/hr	125	00
12	lbs	Seed - ([illegible] 3.25)		32	5
		Fertilizer		6	57
		B-5 →		164.	0

APPROVED FOR PAYMENT
[illegible]

Chg

Maint P.S.
Leon Roberts Eng

7712

STATE COPY

MONTHLY TRANSACTION NUMBER 7-66	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Malheur
MODIFICATION NUMBER 1	7-24-74	PROJECT NUMBER EHS-T-5023(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 8, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 52,863	$ 52,863
Federal Funds	$ 33,594	$ 29,323.30
Other revisions		

This modification is made for the following reasons:

To reduce the federal funds under project agreement to the remaining topics funds available to the City of Ontario.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 1974.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. I. Smith
for G.L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 936-242

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5023(3)
Safety

S.W. 3RD AVE.-S.W. 4TH AVE. (ONTARIO) SECTION

CITY STREETS, MALHEUR COUNTY

Salem, Oregon, July 15, 1974

Revised Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+10 to Sta. 15+25)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstructions	All Required		2,190.00
General Excavation	1,000 cu.yd.	2.00	2,000.00
Obliteration of Roadway	1,250 sq.yd.	1.50	1,875.00
Furnishing and Placing Topsoil	180 cu.yd.	4.00	720.00
Coarse Aggregate Base	560 cu.yd.	5.00	2,800.00
3/4" - 0 Aggregate Base	120 cu.yd.	6.00	720.00
Class "B" Asphalt Concrete	310 ton	18.00	5,580.00
6-inch Sewer Pipe	80 lin.ft.	12.00	960.00
Concrete Inlets, Type CG-1	3 only	325.00	975.00
Concrete Walks	80 sq.yd.	10.00	900.00
Concrete Curbs	60 cu.yd.	75.00	4,500.00
			$26,720.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$18,738.00
		$45,458.00
Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Permanent Pavement Striping	All Required	100.00
		$ 2,600.00
	Subtotal	$48,058.00
	10% Engr. & Cont.	4,805.00
	Total	$52,863.00

Length of Project - - - 0.098 mile
Cost of Roadway per mile - - - $539,418.36

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$52,863.00	$29,323.30	$11,769.85	$11,769.85

Group 1 - 100%

Contract No. 7712

Prefix 23-0603

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-40	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Malheur
PROJECT REPORT NO. 3		PROJECT NO. EHS-T-5023(3) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 201 at S.W. 9th St. & S.W. Park Blvd. (Ontario)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-8-72	0.05
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 52,863	FEDERAL FUNDS $ 33,594

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. Green
(Division Engineer)

for R. E. Simpson

Date executed by Division Engineer MAY 8 1972

PREVIOUS EDITIONS ARE OBSOLETE

FORM PR-2 (REV. 2-71)

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City Agreement approved by the Highway Commission on November 5, 1971.

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5023(3)
Safety

S.W. 3RD AVE.-S.W. 4TH AVE. (ONTARIO) SECTION

CITY STREETS, MALHEUR COUNTY

Salem, Oregon, April 26, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+10 to Sta. 15+25)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstructions	All Required		2,190.00
General Excavation	1,000 cu.yd.	2.00	2,000.00
Obliteration of Roadway	1,250 sq.yd.	1.50	1,875.00
Furnishing and Placing Topsoil	180 cu.yd.	4.00	720.00
Coarse Aggregate Base	560 cu.yd.	5.00	2,800.00
3/4" - 0 Aggregate Base	120 cu.yd.	6.00	720.00
Class "B" Asphalt Concrete	310 ton	18.00	5,580.00
6-inch Sewer Pipe	80 lin.ft.	12.00	960.00
Concrete Inlets, Type CG-1	3 only	325.00	975.00
Concrete Walks	80 sq.yd.	10.00	900.00
Concrete Curbs	60 cu.yd.	75.00	4,500.00
			$26,720.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$18,738.00
		$45,458.00
Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Permanent Pavement Striping	All Required	100.00
		$ 2,600.00
	Subtotal	$48,058.00
	10% Engr. & Cont.	4,805.00
	Total	$52,863.00

Length of Project - - - 0.098 mile
Cost of Roadway per mile - - - $539,418.36

Retained in Program Status

Permanent Signing	All Required	$ 200.00
Lawn Construction	All Required	200.00
	Subtotal	$ 400.00
	10% Engr. & Cont.	40.00
	Total	$ 440.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$52,863.00	$33,594.00	$9,634.50	$9,634.50
Retained in Program	440.00	278.00	81.00	81.00
Total	$53,303.00	$33,872.00	$9,715.50	$9,715.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7712

Prefix 23-0603

Subject City of Ontario Topics Projects
S.W. 3rd Ave. – S.W. 4th Ave. (Ontario) Section
Projects T-5023(2) Preliminary Engineering
EHS-T-5023(3) Construction

The City of Ontario, as of 1-18-72, has a balance of $31,572 in unused Topics funds for use in financing the subject Topics projects. The total federal funds required for these projects based on present estimates is $36,156 which is $4,563 more than the funds available for the city use. The city desires to utilize the full pro rate of federal funds with the hope that additional federal funds will be available for their use prior to completion of the construction project. To submit the project agreement on EHS-T-5023(3) based on only the remaining federal funds available at this time would constitute a [illegible] on set amount of federal funds for the project which could not be increased later if more funds become available.

Therefore, the project agreement on T-5023(3) has been submitted for the full amount in federal funds; however the adjustment amount to be made for the accounting billing remain will be $[illegible]1,031 which is the balance of funds available to the city to avoid overcollecting. If additional funds become available to the city, the full amount of the project agreement will be used in the billing records; otherwise the project will be billed on the basis of remaining funds available to the city at that time.

Cliff. Yaw

FORM E-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
February ~~22~~, 1973
27,

7712

SUBJECT:

Assignment AEJ-657
S.W. 3rd Ave.-S.W. 4th Ave.
(Ontario)
Contract No. 7712

To:

C. T. Keasey
Construction Engineer

SALEM

657

Regarding above assignment and in response to your telephone request to R. C. Lang, Regional Office Engineer, we have had the District Engineer in Ontario change the light bulbs from 70 watt to 150 watt and the pedestrian signals, of course, are considerably brighter, even considering the sun situation, and we will continue to use 150 watt bulbs.

It might be well if Bill Zirbes in the Traffic Section reviewed and made sure that the electrical circuits are capable of the additional current requirements for the larger watt bulbs.

Zirbes says O.K.
CTK

W. E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

AS:sh

RECEIVED
STATE HWY ENGR
FEB 27 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

A. E. Johnson 2-27-73
This should complete the Assignment.
CTK

NOTED
A. E. JOHNSON

Routing
1 Keasey K
Bond
Jackmond
Hardt
Johnson
Walker
Fease
Glenn
Berg
RECEIVED
FEB 23 1973
CONSTRUCTION SECTION

Send cc to Bud Shirley

7712

MEMO TO THE FILES
January 29, 1973

Re: TOPICS FUNDS

The estimated costs for the following TOPICS projects are expected to exceed the available Federal funds allocated to the cities involved. Therefore, it will be necessary to limit the amount of Federal funds collected for each project until such time as more funds become available or other arrangements are made:

CITY	PROJECT NO.	CONTRACT NO.	FEDERAL FUND LIMIT
ALBANY	EHS-T-5001(2)	7791	$ 69,000
CORVALLIS	T-5007(2)	(to be awarded)	$103,000
HILLSBORO	T-5014(2)	7860	$ 69,000
NORTH BEND	T-5022(1)	7753	$ 41,000
ONTARIO	EHS-T-5023(3)	7712	$ 29,000

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
✓R. L. Schroeder
V. E. Skoog
L. I. Young

NOTED
R. L. SCHROEDER

RECEIVED
JAN 30 1973
Office of
Assistant State Highway Engineer

RECEIVED
[illegible] - 1972

7712

January 2, 1973

Fidelity and Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

On December 8, 1972, we wrote to you concerning release of final payment on Contract No. 7712 awarded to Ontario Asphalt Paving Company for work on S. W. 3rd Avenue-S.W. 4th Avenue in Ontario on S.W. 9th Street in Malheur County. Please disregard this letter as the amounts were in error.

The revised final payment on this contract is $2,936.03 and the total contract amount is $46,539.66 including $204.88 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ontario Asphalt Paving Co.
36 N. Oregon
Ontario, Oregon 97914

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
Wendell Schwartz

cc: R. L. Schroeder

Salem, Oregon
December 18, 1972

Policy Determination
TOPICS Projects on State Highways

Mr. F. B. Klaboe
Deputy State Highway Engineer

BUILDING

Due to the probable ending of the TOPICS Program and the desire of several cities to complete already approved projects on state highways, it has become necessary to define the State's position on cost sharing when the available TOPICS funds are depleted.

The question first came up in Tigard (September, 1971), where we agreed to split 50/50 all costs over available TOPICS funds. Later, most TOPICS agreements were reworded to state that when a project is on a state highway we will share the overage 50/50.

There are now five approved TOPICS projects, which could overrun the available funds, that have agreements worded as above. These projects are in Baker, Bend, Corvallis, Forest Grove, and Hillsboro. We have a contract on one project (Ontario) which falls into this category.

Our agreement with Ashland pre-dates the above change.

In November, 1972, a letter was written to Baker to find out if they would be able to match 50/50 the anticipated overrun on their project. They have replied in the affirmative (see attached letters).

Because of the recent discussion concerning cost sharing with Ashland, this office would like to have a confirmation of the existing policy before making any further commitments on behalf of the State.

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

R K

RB:mm
Att.

RECEIVED
1972
FORM E-30 (REV. 10-68)
FOR FILING

7712

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
~~November 28, 1972~~
Dec. 11, 1972

SUBJECT:

To:

A. E. Johnson
Assistant State Highway Engineer

S A L E M

Assignment AEJ-657
SW 3rd Ave-SW 4th Ave (Ontario)
Contract No. 7712

657

We have done considerable research on traffic signals as a result of the comments of FHWA Area Engineer Dick Nichols which lead to FHWA rejection of the above completed contract.

I have concluded that this signal installation meets the contract requirements in every respect and there is no basis for FHWA rejection of the project. The signal equipment was accepted on the manufacturer's certification that it met our contract requirements. We have specifically checked the pedestrian "WALK" indicator and are satisfied that it meets the contract requirements. Our conclusions are substantiated by Signal Engineer Bill Zirbes, who is very familiar with the installation.

The new FHWA "Manual on Uniform Traffic Control Devices" specifies a 12-inch square head with 4-inch letters for the pedestrian indicators. The requirements of this manual were incorporated into the project specifications for this TOPICS project. I agree with Nichols that under certain sunlight conditions that the "WALK" indicators are not as visible as the old, smaller, more intense "WALK" indicators. However, the new "WALK" indicators are in conformance with the new Federal standards and if Nichols has an axe to grind it is with his own FHWA, not with us.

Because no specifications have been violated and no corrective action appears to be warranted, no further action will be taken by this office.

Wendell E. Schwartz
Wendell E. Schwartz
Regional Engineer

WES:sh

cc L. H. Young
C. T. Keasey
W. E. Hoffman

12/11/72
Fees ad [illegible] FHWA accepted.
Keasey will have Schwartz
experiment with lamps.
[illegible] AEJ
no further action

RECEIVED
1972

SP*52475-734

RECEIVED
DEC 8 - 1972
FOR FILING

7712

December 8, 1972

Fidelity & Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen:

On December 7, 1972, we wrote to you concerning release of final payment on Contract No. 7712 awarded to Ontario Asphalt Paving Company for work on S.W. 3rd Avenue-S.W. 4th Avenue in Ontario on S.W. 9th Street in Malheur County.

Final payment on this contract is $2,413.71 and the total contract amount is $46,017.34 including $204.88 for work performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Ontario Asphalt Paving Co.
36 N. Oregon
Ontario, Oregon 97914

Fidelity & Deposit Co. of Maryland
Baltimore,
Maryland

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
Wendell Schwartz

5

RECEIVED

7712

December 6, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7712 Work Completed October 12, 1972

Project S.W. 3rd Ave. - S.W. 4th Ave. (Ontario)

Highway S.W. 9th Street County Malheur

Type of Work Grading, Paving and Traffic Signals

Contractor Ontario Asphalt Paving Co.

Recommended Acceptance Date December 4, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 29, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

for G Malach

RECEIVED
STATE HWY ENGR
NOV 30 '72
REFER TO
FOR

SUBJECT: Oregon Project EHS-T-5023(3)
S. W. 3rd Avenue-S. W. 4th Avenue
City of Ontario

Acceptance of this project is approved.

done Vince 12-1-72

RECEIVED
DEC 1 1972
PROGRAMING SECTION

11-30-72

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

RECEIVED
[illegible] 1972
FOR FILING

7712

November 8, 1972

Ontario Asphalt Paving Company
401 N.E. 4th Avenue
Ontario, Oregon 97914

Gentlemen:

Your request for a time extension of 60 days on Contract No. 7712 for work on the S.W. 3rd Avenue-S.W. 4th Avenue (Ontario) Section in Malheur County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 37 days is granted, which will delete all liquidated damages that accrued.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

cc: C. W. Head
C. T. Keasey
V. E. Skoog
W. E. Schwartz
W. E. Hoffman
V. L. Gallagher

JAB:fw dps

RECEIVED
FOR FILING
7712

cc C. W. Head
George M. Baldwin
Tom Edwards
A. E. Johnson
C. T. Keasey
V. E. Skoog
L. H. Young
W. E. Schwartz
V. L. Gallagher
Gary Ross
Gary Sund

November 8, 1972

JAB:fw ms

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Extension of Time, Contract No. 7712
S.W. 3rd Ave.-S.W. 4th Ave. (Ontario) Section
TOPICS Project

Ontario Asphalt Paving Company, contractor on the subject project in Malheur County, has requested a 60-day extension of contract time because of alleged late delivery of signal poles and late delivery of a traffic signal controller due to a strike at the manufacturer's plant in California.

This was a TOPICS project involving reconstruction of the connection from S.W. 9th Street to S.W. 4th Avenue (the route of the Olds Ferry-Ontario Highway in Ontario) and included the installation of a signal at the new intersection. Bids were opened March 30, 1972, with only one bid received. The project was completed October 13, with 37 days liquidated damages accrued at $50 per day for a total of $1,850.

The signal pole delivery is probably not pertinent to this request for time as the obvious delaying factor was the signal controller. A strike at the Automatic Signal Company started July 27, 1972. The strike settlement date is not available, but the controller was delivered in Albany on October 2, an elapsed time of 67 days.

It is apparent that the strike was a significant factor in delaying completion of the project. All work except the signal installation was completed before the contract time expired, and the signal installation was completed promptly when the controller finally arrived at the project.

I have granted an extension of 37 days which will delete all liquided damages on the project. This was a TOPICS project and we have the concurrence of the Federal Highway Administration. The matter will be on the agenda for your concurrence at the December 12 meeting.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPAR…ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. A. E. Johnson, Asst State Hwy Engr

DATE: November 1, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EHS-T-5023(3)
S. W. 3rd Ave.-S. W. 4th Ave.
(Ontario Section)

RECEIVED
STATE HWY ENGR
NOV 3 '72
REFER TO
FOR

Info	ves	R/D	D/R	Sign	Act	File

Reference is made to your October 30 letter concerning a time extension on the above project. We concur in your recommendation that the contract time be extended 37 days thereby eliminating all liquidated damages.

RECEIVED
NOV 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

C/- [illegible]
A E [illegible]
11-7-72

11-3-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1972

SUBJECT: Request for Time Extension
S.W. 3rd Ave.-S.W. 4th Ave. (Ontario)
Contract No. 7712

To: A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond

John A. Bond
Construction Administration Engineer

Ontario Asphalt Paving Company has requested a 60-day extension of the contract time because of alleged late delivery of signal poles and late delivery of a traffic signal controller because of a strike at the manufacturer's plant in California. This was a TOPICS project involving reconstruction of the connection from S.W. 9th Street to S. W. 4th Avenue, which is the route of the Olds Ferry-Ontario Highway in Ontario, and included the installation of a signal at the new intersection. Bids were opened March 30, 1972 with only the one bid received. The contract amount is $45,288.00. Some pertinent dates are:

Workday count started	April 25, 1972
Date of purchase order for controller	May 8, 1972
Paving completed and new street opened to traffic	August 7, 1972
130 days allowed expired	September 5, 1972
Controller delivered in Albany	October 2, 1972
Project completed	October 13, 1972

37 days liquidated damages accrued at $50 per day for a total amount of $1,850.

The alleged late delivery of the signal poles is probably not pertinent to this request for time as the obvious delaying factor was the signal controller. The poles on this project were specified from catalogs and no shop drawings were required.

The strike at the automatic signal company plant started July 27, 1972 according to the correspondence. The date that the strike was settled does not appear in the correspondence, but the controller was delivered in Albany on October 2. This is an elapsed time of 67 days. It is apparent that the strike was a significant factor in delaying completion of the project. The signal installation was completed promptly when the controller finally arrived at the project.

SP*52475-734

We believe that the strike constitutes an unanticipated delay beyond the control of the contractor and is therefore a valid reason for extension of the time. We therefore concur in the Resident and Region recommendation for a 37-day extension which will eliminate all liquidated damages. Since this is a TOPICS project, the concurrence of the Federal Highway Administration is required. Rough draft letters for this purpose and to the contractor and the Highway Commission are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7712 Contractor Ontario Asphalt Paving Co.

Highway 9th St. Ontario, Oregon

Section SW 3rd Ave. - SW 4th Ave.

Kind of Work Grading, Paving, Signal

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Granted, see letter of transmittal

Recommend 37 days for strike at signal controller manufacturer.

W E Hoffman
Res Engr

Recommended for Approval:

~~Division Engineer~~ Reg Const Engr

Admin
Construction Engineer or ~~Bridge Engineer~~

A E Johnson
asst
State Highway Engineer

Contract No. 7712
Project designation Fed. State-Federal
Date awarded 4/15/72
Work started 6/2/72
Per cent completed 100-10/13/72 Date
No. of Workdays Allowed 130
No. of Workdays Used 167
No. of Added Workdays Requested 60

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 12, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 130 days to 190 days, within which to complete our Contract No. 7712, without the assessment of liquidated damages. The said contract is described as follows:

SW 3rd Ave. - SW 4th Ave.)Ontario) Cont. No. 7712

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

8-19-72 to 9-5-72 WE DIDN'T HAVE THE UNION METAL POLES.

9-16-72 to 10-3-72 WE DIDN'T HAVE THE TRAFFIC CONTROLLER.

Respectfully submitted,

ONTARIO ASPHALT PAVING CO.
Contractor

By David E Stevenson

CONSENT OF SURETY

Date October 12, 1972

We, FIDELITY AND DEPOSIT COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald L. Stewart
Attorney-in-fact
FIDELITY AND DEPOSIT COMPANY OF MARYLAND

(SEAL)

Resident Agent
BLACKABY INSURANCE AGENCY

— THE FIRST NAME IN TRAFFIC CONTROL —

AUTOMATIC
SIGNAL
DIVISION

[illegible] North
Seattle, Washington 98133
(206) 365 7272

Sept. 29, 1972

L.K. Comstock & Co., Inc.
Kern Division
136 West 9th
Albany, Oregon 97321

Re: OSHD Contract #7712; S.W. 9th (Ontario)

Gentlemen:

Because of late deliveries and related problems caused by a strike at our Torrance plant, we respectfully urge that you request a 45 day extension of contract time in connection with the referenced project.

In letters dated August 7 and August 12, 1972, you were advised of an employee strike at our Torrance plant. Copies of those letters are attached. Supervisory personnel were pressed into service to assemble and ship traffic signals and framework items. The controller cabinet wiring and production work was transferred to our Norwalk, Connecticut plant. In spite of all efforts, production and shipping schedules slipped as much as 60 days. In addition, because the strike involved the Teamsters Union, shipping by truck presented problems and delays as only one or two trucking firms would cross the picket line. Because of lost time and material shipment problems the last of the equipment items for your contract were just shipped this week. Therefore, an extension of contract time appears justified because of this strike situation.

Please let us know if any further information is required.

Very truly yours,

Bruce R. Culver

Bruce R. Culver
District Sales Manager

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable: Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

LFE
CORPORATION

— THE FIRST NAME IN TRAFFIC CONTROL — AUTOMATIC SIGNAL DIVISION

August 12, 1972

L.K. Comstock & Co., Inc.
Kern Division
136 West 9th
Albany, Oregon 97321

Gentlemen:

We wish to inform you of a possible delay in shipment of your materials on any open orders you may have with us. Our manufacturing and production operation was curtailed effective July 27, due to a strike by the employees at our Torrance plant which was called by the International Teamsters Union Local 572. The duration of this strike is unknown at the present, and as soon as settlement has been reached and the employees have returned to work, we will notify you by letter.

It is requested that you contact your customers and notify them of this condition. By virtue of this letter to you, you are entitled to an extension of time, if necessary, for completion of your order due to the current strike situation.

We will continue to make every effort to reach a settlement of the strike. Meanwhile, we would appreciate receiving a copy of your letter to your customers informing them of our strike condition, together with any subsequent letters from the State regarding this matter.

Very truly yours,

AUTOMATIC SIGNAL DIVISION

Harold Stead
Harold Stead
Manager of Sales Administration

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

LFE CORPORATION

— THE FIRST NAME IN TRAFFIC CONTROL — AUTOMATIC SIGNAL DIVISION

August 7, 1972

L.K. Comstock & Co., Inc.
Kern Division
136 West 9th
Albany, Oregon 97321

I am writing this letter to explain to you as best I can the status of the contract negotiations between Automatic Signal in Torrance and Teamsters Local 572.

Representatives of both the company and the Teamsters have met on numerous occasions in a sincere effort to reach agreement on all contract issues. We in fact have reached agreement on all issues except three--union security, dues checkoff, and the term or length of time that the contract will remain in force.

The following issues have been agreed to between the company and the Union: hours of work and overtime, seniority, vacations, leaves of absence, military leave, sick leave, jury duty pay, funeral leave, holidays, stewards, shift premium, grievance and arbitration procedures, management rights, discipline and discharge, paid rest periods and clean up time, health and welfare, successors and assigns, maintenance of more favorable conditions, and wages. In the latter case, the company has accepted the Union's proposal that, for the first year of the contract only, each member of the bargaining unit would receive a 15 cent per hour across the board increase.

With respect to the union security clause, the Union has maintained its original proposal that the company accept a "union shop". This in effect means that after 30 days of employment every present and future employee in the bargaining unit would have to join the Union and pay all required dues, which we understand are $10 per month, in order to maintain employment with the company. In addition, new employees would have to pay an initiation fee of approximately $75.

The company could not agree to the Union's "union shop" proposal and counter proposed an "open shop". Then, the company

Regent Street, East Norwalk, Connecticut 06856 (203) 838-4791 Cable: Autosignal
West Coast: 3011 West Lomita Blvd. Torrance, California 90510 (213) 775-6351

revised its proposal and informed the Union that it would agree to a "maintenance of membership" clause. This clause would allow every employee to make his or her own choice as to whether or not to join the Union. Should the employee join, he or she would have to maintain membership in the Union as a condition of continued employment. We feel that this proposal is fair and just. We also feel that the Union's proposal of a "union shop" would hinder the company in hiring and retaining qualified personnel. All employees should be free to join the Union if they wish, but they should not be fired for refusing to join, any more than they should be fired for joining. That is a matter that we feel should be handled internally by the Union and the people it represents.

It might be of interest to you that approximately half of the union contracts now in existence in the United States do not contain a union shop clause. In addition, 19 states have ratified legislation that prohibits union membership as a requirement or condition of employment. Machine shop personnel employed at our Waltham facility have been represented by the IAM for many years and, for that entire period, the IAM has negotiated contracts with the company which have contained an open shop clause. Our relationship with the IAM has always been excellent and to my knowledge a grievance situation has never resulted from our open shop arrangement.

In regard to dues checkoff, the Union has proposed that all dues and initiation fees be deducted from the employee's paycheck. The company has found this proposal to be unacceptable. We feel that the collection of dues and other fees is strictly an internal union affair. The Union and the Union alone determines the amount of dues, initiation fees and any other assessments. Accordingly, we firmly feel that the responsibility for the collection of such money lies strictly with the Union.

With respect to the term of the contract, the Union originally proposed a one year contract but stated that it could probably agree to a two year contract, provided the contract allowed for a wage and benefit reopener after the first year. The company's counter proposal was to have a three year contract with a wage reopener at the end of the first year, followed by a wage and benefit reopener at the end of the second year. This matter has not been discussed further.

With respect to all issues of the contract, the company has bargained in sincere good faith. It is true that we do not see eye to eye with the Union on the three remaining issues to be settled, but we firmly believe that our position on these matters is more than justifiable. We simply cannot make unreasonable concessions on these matters at the undue expense of the company and/or its employees.

We are sorry that an economic strike has been undertaken by the Union. It is quite difficult to see how such an action will help to resolve the differences between the company and the Union. While the Union is still free to call a strike against the company, the company must nevertheless continue to serve its customers. Automatic Signal is in business only because it has been able to serve its customers properly, and it will continue to do so during the strike, even if it necessitates the hiring of replacement personnel.

It is almost impossible for me to fully describe in this letter the complete course of our negotiations with the Union. I have attempted to explain the present status of the situation as best I can. I suggest that you contact your Automatic Signal representative should you have any questions regarding the above matters.

Very truly yours,

AUTOMATIC SIGNAL DIVISION

Irvin Goebel

Irvin Goebel
Vice President
Western Operations

IG:msf

PURCHASE ORDER

L. K. COMSTOCK & COMPANY, INC.

Engineering – Construction

DATE OF ORDER
5/18/72

ORDER NO.
6020016-4

☐ 155 EAST 44TH STREET NEW YORK, NEW YORK 10017	☒ 136 WEST 9TH STREET ALBANY, OREGON 97321	☐ 313 EAST CARSON ST. PITTSBURGH, PA. 15219	☐ 3488 WEST 25TH STREET CLEVELAND, OHIO 44109
☐ 2521 LONG BEACH ROAD OCEANSIDE, NEW YORK 11572	☐ P.O.BOX 2127 OAKLAND, CALIFORNIA 94621	☐ 925 LIBERTY AVE. PITTSBURGH, PA. 15222	☐
☐ 245 FENCL LANE HILLSIDE, ILLINOIS 60162	☐ 812 WEST COWLES STREET LONG BEACH, CALIFORNIA 90813	☐ 3016 MCGEE TRAFFICWAY KANSAS CITY, MO. 64108	☐

FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO.
Automatic Signal Division
11726 Auroa Ave North
Seattle, Wn. 98133
VENDOR

SHIP TO
L.K. Comstock & Company, Inc.
℅

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
ASAP		BEST WAY	JOB SITE	NET 30 days

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
	1	M-30 fixed time controller cabinet to have door in door. Oregon Specs. 1-dial W/65 sec gear installed. Monitor unit Flash relays, Flash walk, Flash Don't walk (Protection time) Extra gears 35,40,45,50,55, 60, 70, 75, 80, 85, 90, 100. All dummy dial keys to be painted black	335	Lot			1041.50
	5	1W, 3C, 12"R 8"YG, Gl Refl. T/V TB top Sec., BP, Elevator plumb; C30GTIB2; BPA 852457-11, FW A801101	335	73.03			365.18
	3	1W, 3C 12" R 8" 4G, GL Refl. T/V TB Bottom Sec., B¼ slide pole mtg. C30GB1B2 BPA852452811 FWA804326 with A810153 pole plates	335	76.85ea			230.55
	4	PB 2W, 2C DWW, Incond., 12" pole plate tandem Mtg. A 853009, FW A803064 with A810153 pole plates	335	203.08ea			812.32
							2449.52
		335 2449.52					

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS. NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER

THIS ORDER NOT VALID UNLESS SIGNED

DATE OF ORDER
3/8/72
ORDER NO.
6020016-2

PURCHASE ORDER

L. K. COMSTOCK & COMPANY, INC.

Engineering – Construction

☐ 155 EAST 44TH STREET NEW YORK, NEW YORK 10017	☒ 136 WEST 9TH STREET ALBANY, OREGON 97321	☐ 313 EAST CARSON ST. PITTSBURGH, PA. 15219	☐ 3488 WEST 25TH STREET CLEVELAND, OHIO 44109
☐ 2521 LONG BEACH ROAD OCEANSIDE, NEW YORK 11572	☐ P.O.BOX 2127 OAKLAND, CALIFORNIA 94621	☐ 925 LIBERTY AVE. PITTSBURGH, PA. 15222	☐
☐ 245 FENCL LANE HILLSIDE, ILLINOIS 60162	☐ 812 WEST COWLES STREET LONG BEACH, CALIFORNIA 90813	☐ 3016 MCGEE TRAFFICWAY KANSAS CITY, MO. 64108	☐

FORWARD ALL INVOICES AND CORRESPONDENCE TO THE ADDRESS INDICATED ABOVE

TO:
Westinghouse Electric
245 Division
Salem 97300
VENDOR

SHIP TO:
L.K. Comstock & Company, Inc.
c/o

DATE REQUIRED	NO. OF INVOICES	VIA	F.O.B.	TERMS
ASAP		BEST WAY	JOB SITE	[illegible] 10th

ITEM NO.	QUANTITY	DESCRIPTION	CODE	PRICE	UNIT	TRADE DISC.	TOTAL
	4	Union Metal Poles XTC 1000 20 XTC 1006 25 XTC 1006 A25 XTC 1006 A18					
	16	Anchor bolts (Ship to shop) Lot Price	343				1779.00
		343 1779.00					

SHOW THE ABOVE ORDER NO. ON ALL INVOICES, PACKING SLIPS, BILLS OF LADING AND PACKAGES. MAIL B/L OR EXPRESS RECEIPTS. NOTE TERMS, AND CONDITIONS ON REVERSE SIDE.

L.K. COMSTOCK & COMPANY, INC.

PER

THIS ORDER NOT VALID UNLESS SIGNED

S

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7712

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 8, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EHS-T-5023(3)

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7712, State Force Order No. 3

Project S.W. 3rd Ave.-S.W. 4th Ave. (Ontario)

Highway S.W. 9th St.

County Malheur

The Order covers the State's portion of costs for lawn construction to be performed by the City of Ontario. The project plans provided for the contractor to place the topsoil and the City would construct the lawns.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for work to be done under this Order is $200 with Federal participation of $120. Reimbursement on an actual cost basis is requested. The City of La Grande will assume responsibility for any costs in excess of $200.

Attached are copies of a letter from the Regional Construction Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 17, 1972.

Your approval as of October 17, 1972 is requested.

JK:bb
Attach.

FOR F

7712

October 30, 1972

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

S. W. Third Avenue-S. W. Fourth
Avenue (Ontario) Section
Oregon Project EHS-T-5023(3)
Request for Time Extension
Contract No. 7712

The contractor on this project has requested a 60-day extension of the contract time because of alleged late delivery of signal poles and late delivery of a traffic controller due to a strike at the manufacturer's plant in California. This was a TOPICS project involving reconstruction of the connection from S. W. Ninth Street to S. W. Fourth Avenue, which is the route of the Olds Ferry-Ontario Highway in Ontario, and included the installation of a signal at the new intersection. Bids were opened March 30, 1972 with only the one bid. The contract amount is $45,288. Some pertinent dates are:

Workday Count started	April 25, 1972
Date of purchase order for controller	May 8, 1972
Paving completed and new street opened to traffic	August 7, 1972
130 days allowed expired	September 5, 1972
Controller delivered in Albany	October 2, 1972
Project completed	October 13, 1972

37 days' liquidated damages accrued at $50 per day for a total amount of $1,850.

The alleged late delivery of the signal poles is probably not pertinent to this request for time, as the obvious delaying factor was the signal controller. The poles on this project were specified from catalogs and no shop drawings were required. The strike at the Automatic Signal Company plant started July 27, 1972. The date on which the strike was settled does not appear in the correspondence, but the controller was delivered in Albany on October 2. This is an elapsed time of 67 days. It is apparent that the strike was a significant factor in delaying completion of the project. The signal installation was completed promptly when the controller finally arrived at the project. Traffic had use of the new connection almost a month before the time expired.

We believe that the strike constitutes an unanticipated delay beyond the control of the contractor and is therefore a valid reason for extension of time. We recommend a 37-day extension of the contract time and seek your concurrence. This would eliminate all liquidated damages.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
C. T. Keasey
V. L. Gallagher
W. E. Schwartz

JAB:fw ja

7712

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.W. 3rd Ave. - S.W. 4th Ave. (Ontario)

WEEK ENDING: October 28, 1972

SECTION PREFIX: 23-0603

HIGHWAY: 9th Street

COUNTY: Malheur

NAME OF JOB: S.W. 3rd Ave. - S.W. 4th Ave. (Ontario)

KIND OF WORK: Grading, Paving, & Signal

CONTRACTOR: Ontario Asphalt Paving Company

CONTRACT NUMBER: 7712

FEDERAL AID PROJECT NUMBER: EHS-T-5023 (3)

DATE OF CONTRACT: April 13, 1972

DATE WORK STARTED: June 2, 1972

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 130

CALENDAR DAYS USED: 167

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 128

PROJECT AUTHORIZATION: $ 55,484.41

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 50,638.61

ENGINEERING AUTHORIZATION: $ 4,845.80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 50,638.61

ENGINEERING COST TO DATE: $ 4,900.00

DATE PROJECT WAS COMPLETED: October 12, 1972

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

PERCENT OF AUTHORIZATION: 101%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.04	0.04			0.04
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.04	0.04			0.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,000 CuYd	680 CuYd			310 Ton
TOTAL QUANTITIES CORRECTED TO DATE	951.19 CuYd	694 CuYd			351 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	951.19 CuYd	694 CuYd			351 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	October 22, 1972			
MONDAY	Fair & Cool			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY				

Kenney K
Bond
Walker
Johnson
RECEIVED
1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	October 22, 1972
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	Semi-final estimate submitted today
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted Thursday. This will be the final weekly report on this project.

SIGNED ______________ LOCATION Ontario

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
STATE HWY ENGR
NOV 2 '72
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 18, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EHS-T-5023(3)

[illegible] corrective action [illegible] L. H. Young 11-3-72

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Contract Acceptance

Contract 7712, Work Completed October 12, 1972

Project S.W. 3rd Ave.-S.W. 4th Ave. (Ontario)

Highway S.W. 9th Street

County Malheur

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ______________________

Conditions not acceptable:

The walk signals are not satisfactory. The word "WALK" is barely visible when the sunlight is on the letters. When the sunlight isn't on the letters, the color of the letters is a low-intensity blue-white and is very inferior to the walk signals throughout the State.

G. L. Green
for Acting Division Engineer

cc: Tom Edwards ✓
L. H. Young

A. E. JOHNSON

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

T

OREGON STATE HIGHWAY DEPARTMENT
PROJECT INSPECTION AND DIVISION INSPECTION REPORT

10-18-72

Project Name S. W. 3rd Avenue-S. W. 4th Ave Contract No. 7712

Highway S. W. 9th Street (Ontario) Prefix No. 23-0603

County Malheur F. A. No. EHS-T-5023(3)

Final inspection made on 10-18-72 (date) by Alfred Shirley, Jr.

in company with W. E. Hoffman, R. A. Nichols

CHECK LIST

Date		Date	
10-12-72	Construction signs removed.	NA	Opened to traffic.
NA	Salem Office notified to rescind construction speed zone.	*	Division materials certification submitted.
10-25-72	Contractor removed equipment from project.		* With semi-final
10-25-72	Roadside cleanup completed.		

REMARKS: (Appearance and riding quality of job, general quality of workmanship, etc.)

An acceptable TOPICS project has been completed.

All contract work on this project has been completed and recommendation is made for acceptance on 10-25-72 (date). The semi-final estimate will be submitted about 11-15-72 (date).

RECEIVED
COUNTY & CITY SECTION
NOV 2 - 1972
☑ ENGR. ☑ COOR. ☑ LE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

cc: Office Engineer
Construction Engineer
Division Engineer
Maintenance Engineer
Resident Engineer
District Maintenance Supt.
Traffic Engineer
County-City Engineer

(signed)

Regional Construction Engr
(title)

cc: OSHD (A E Johnson)

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CSt 23-0603

(Check appropiate box) ☒ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 6	COUNTY 10-17-7 Malheur	DIVISION Oregon
DATE OF INSPECTION 10/17/72	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. EHS-T-5023(3)

IN COMPANY WITH
A. Shirley, Jr Reg Constr Engr, OSHD; W. E. Hoffman, Res Engr, OSHD.

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 128 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

S. W. 3rd AVE. - S. W. 4th AVE. (ONTARIO SEC.)
S. W. 9th STREET
Grading, Paving, and Signals

The project work to be done under a contract included the construction work necessary to revise an intersection and to install signals at this intersection. The project also included lawn construction by others, in this case, the City.

The contract work was completed satisfactory on October 12, 1972, except for the walk signals. The letters on the walk signals were barely visible when the sunlight hit the signal face. Even when the letters were shaded, the color of the letters was a low-intensity blue-white and not nearly as distinct as other walk signals throughout the State.

The planting of the lawn will be done by the City of Ontario, reportedly after they have installed a sprinkler system.

RECEIVED
STATE HWY ENGR
NOV 3 '72
REFER TO
FOR
Info | [illegible] | R/D | D/R | [illegible] | Act | File

SFO #3

chuck Smith Administrator
889-5331

282-03 $164.00

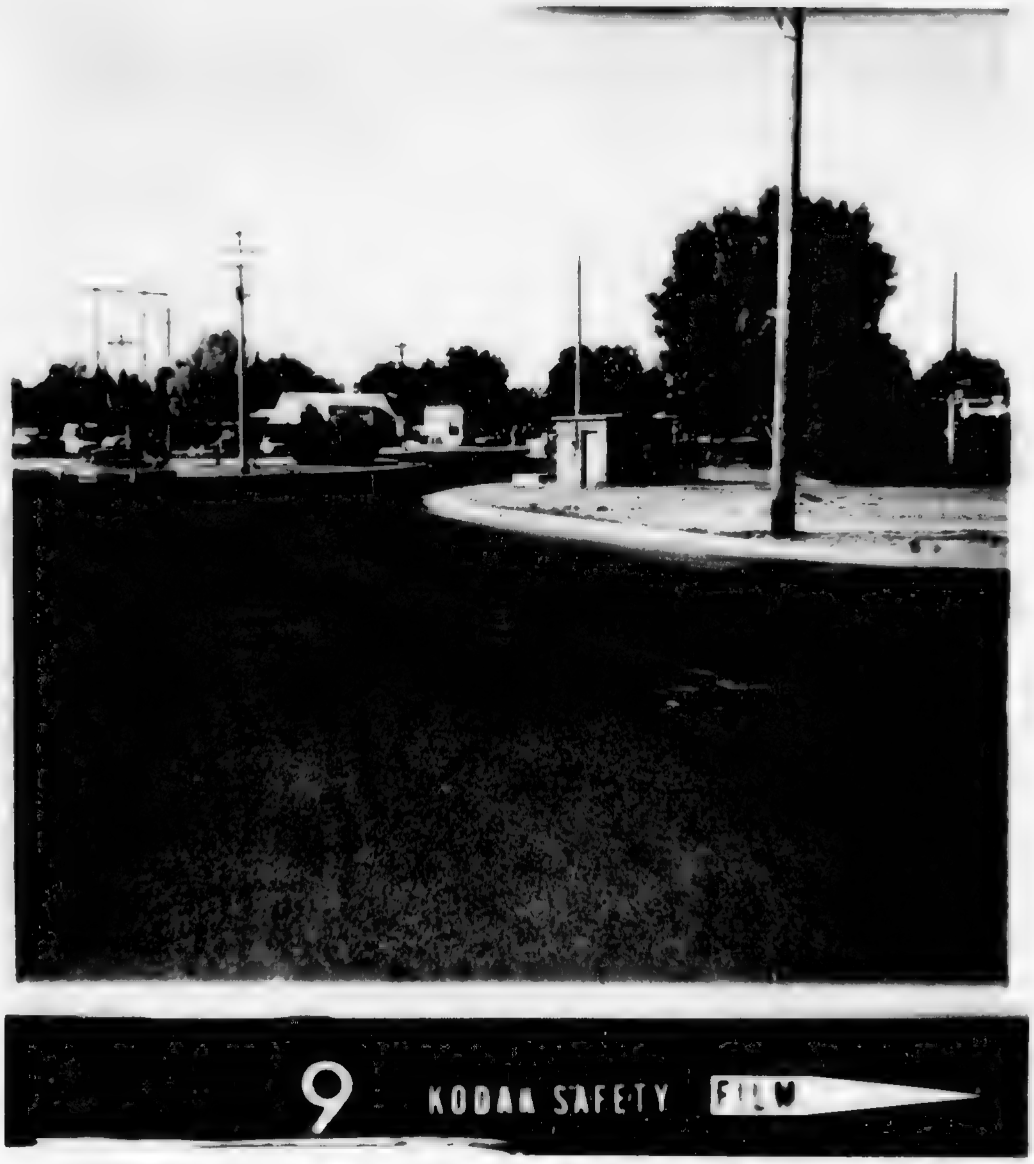
9-11-74 ONTARIO
Called Hospital Adm. Smith not in, talked to secretary. She stated that lawn was complete, City had billed State & rec'd remittance & will send letter to this effect. GEZ.

11-3-72 Johnson
J C Young

NOT... L.H. YOUNG

FORM PR-33B
(REV. 5-70)

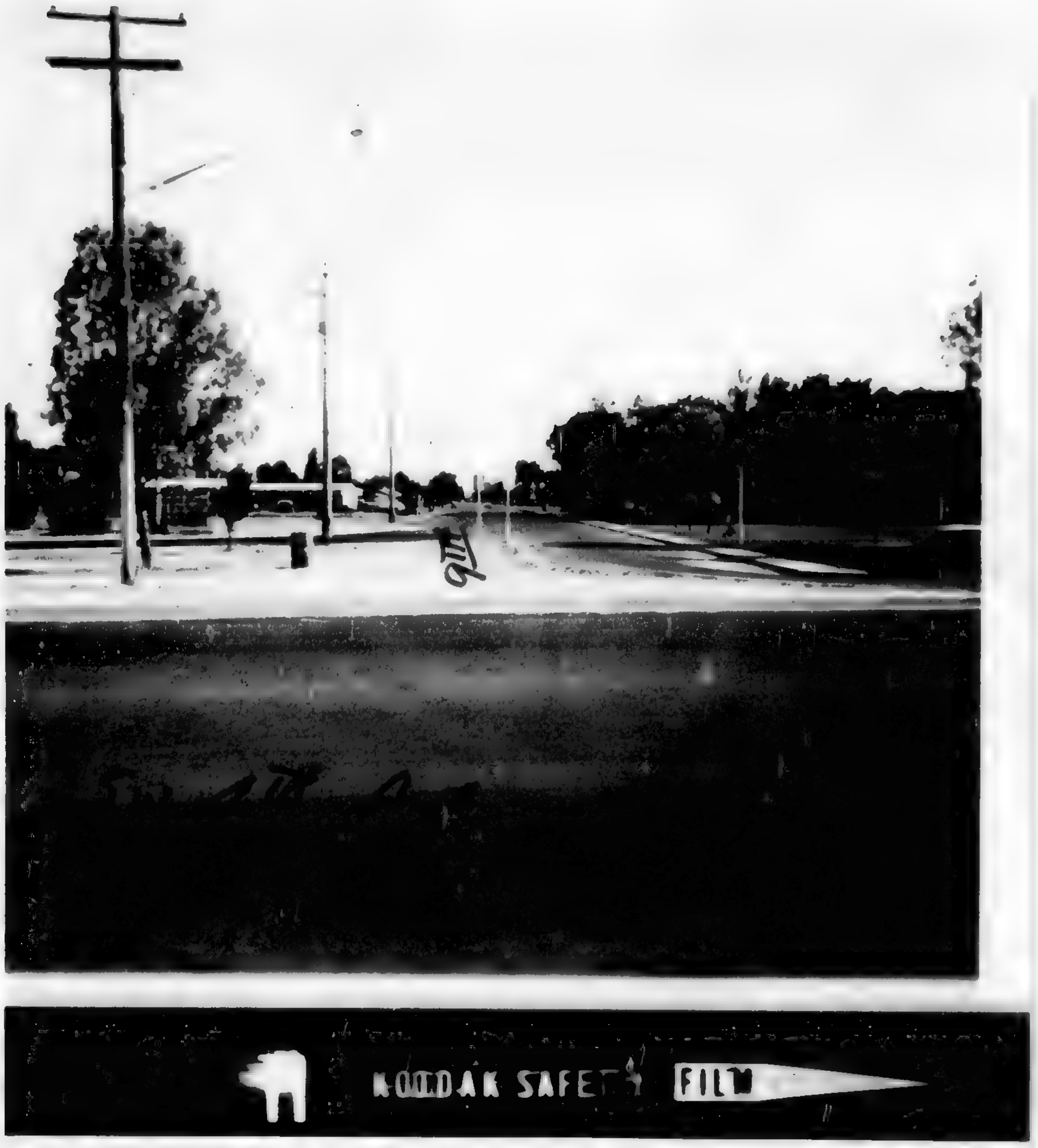
PREVIOUS EDITIONS WILL BE USED



8-17-72

8-17-72

4th @ 9th ONTARIO



8-17-72

8-17-72

RECEIVED

FOR FILING

7712

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

DATE August 16, 1972

TO John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT S.W. 3rd Ave.-S.W. 4th Ave., Ontario
Grade, Pave and Traffic Signals
Contract No. 7712
Traffic Signal Revisions

Attached are seven copies of revisions to the traffic signals for the subject project as required due to completed relocation of an existing signal and revisions to the interconnect requested by Idaho Power Company. The Traffic Section informs me that the revisions should result in no additional cost to the State.

The poles have been fabricated and are en route to the project. The changes indicated herewith can be made in the field and should cause very little delay to the project.

Please forward this information to the Region and Resident Engineers for their use in making the changes. As indicated by the attached "half slip", FHWA approval has been obtained.

RWE:jc

Enclosures

cc: A. E. Johnson✓
L. E. George

RECEIVED
AUG 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 13, 1972

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: EHS-T-5023(3)
S.W. 3rd Ave. - S.W. 4th Ave. (Ontario)
State Force Order No. 2
Total estimated amount of the Order - $200.00
Federal participation $120.00

Reference is made to Mr. Young's letter dated July 7, concerning subject order.

The use of State Forces is approved as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has trained men and specialized equipment to perform the work most economically.
3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Enclosure
State Force Order No. 2

7-18-72

Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 10 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7712

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
XXXXXXXXXXXXXXXXXXXXXXXXX
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE July 7, 1972

FROM George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval
Federal-aid Project
No. EHS-T-5023(3)

Contract 7712, State Force Order No. 2

Project S. W. 3rd Ave. -S. W. 4th Ave. (Ontario)

Highway S. W. 9th Street

County Malheur

This order covers the cost of permanent signing on this project.

It is considered to be in the public interest to have the State do this work as the contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special equipment and trained personnel to perform this work most economically.

The signing will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of paragraph 6 of PPM 21-15.

The estimated cost of this work is $200, with Federal participation in the amount of $120.00. Reimbursement on an actual cost basis is requested.

Work under this order was tentatively recommended for approval by the Federal Highway Administration Area Engineer July 3, 1972.

Your approval as of July 3, 1972 is requested.

Attachments
BMW:kds

Form A-103 (Rev. 8-70)

G-1F

T

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7712

Order No. 2

Section S. W. 3rd Ave. - S. W. 4th Ave. (Ontario)

Date June 22, 1972

Highway 9th Street

F.A.P. No. EHS - T -5023(3)

County Malheur

Prefix 23-0603

Account No. 276-02

Description of Work To Be Done:

Permanent signing

Location by Station Numbers:

Where required

Estimate of Quantities and Costs:

Funds in authorization $ 200.00

RECEIVED
COUNTY & CITY SECTION
JUL 7 - 1972
☑ ENGR. ☐ COOR. ☐ OE ☑ ME ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Explanation:

Permanent signing funds in authorization

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs. Three copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 55,484.41		
Present estimate of project cost, including $ 200.00 for work under this order	$ 55,484.41		
Expected under-run over-run (amount)	$		Space to right of this line is for use of Salem Office
Expected under-run over-run (per cent)			

Submitted by: W E Hoffman
Resident Engineer

Approval Recommended:
Regional Engineer
Convtr

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved: J W Klaboe
~~Construction~~ Engineer
Deputy State Highway

RECEIVED
JUL 24 1972

STATE COPY

FOR FILING

5

FORM PR-33A
(REV. 3-68)

Region
Wash DC
OSHD (Johnson)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ch

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No. 10	Report No. 1	County Malheur	Division Oregon
Date of Inspection 6-21-72	Inspection Made By R. A. Nichols, Area Engineer		Project No. EHS T-5023(3)

In Company With
Mr. Alfred Shirley, Jr., Reg Const Engr, OSHD ; Mr. W. E. Hoffman, Res Engr, OSHD

Location
The project is located at the junction of SW 3rd and SW 4th Ave in Ontario OR.

7-20-72

Contractor Name and Address
Ontario Asphalt Paving Co., Ontario OR

Al ic Young

Award Date 4-13-72	Contract Amount 45,458	Time Allowed 130 cal days	Time Started 4-25-72	Work Started 6-2-72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 39 %	Work Completed 5%	

Roadbed (Width) 48 (Feet O. to O. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Asphaltic Concrete	6201	0.098	15"	15"	48'

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Traffic signals	Y031	-

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

COPY SENT
JUL 18 1972
REGIONAL OFFICE

S.W. 3RD AVE.-S.W. 4TH AVE. (ONTARIO) SECTION
S. W. 9TH STREET

1. Completed Work

The clearing was completed except for final cleanup and 50% of the excavation was completed.

2. Work in Progress

A blade was being used to trim the edges near the junction of SW 4th Ave. and SW 9th Ave. A front-end loader and a truck was being used to excavate and remove material near 3rd Ave.

3. Comments and Recommendations

Unsuitable material was encountered near SW 4th Ave. A price agreement was issued to cover the cost of removing the unsuitable material and refilling it with pit-run gravel. Estimated cost $1750.

The work has not progressed to the status where compaction tests had been taken nor has any material been produced for the base or asphaltic concrete.

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

[illegible]

FOR [illegible]

7712

April 27, 1972

Ontario Asphalt Paving Company
36 North Oregon
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7712 for work on the S. W. 3rd Street-S. W. 4th Avenue (Ontario) Section on 9th Street in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fidelity & Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Fidelity & Deposit Co. of Maryland
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Wendell Schwartz
W. Hoffman

STATE COPY

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5023(3)
Safety

S.W. 3RD AVE.-S.W. 4TH AVE. (ONTARIO) SECTION

CITY STREETS, MALHEUR COUNTY

Salem, Oregon, April 26, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+10 to Sta. 15+25)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Clearing and Grubbing	All Required		500.00
Removal of Structures and Obstructions	All Required		2,190.00
General Excavation	1,000 cu.yd.	2.00	2,000.00
Obliteration of Roadway	1,250 sq.yd.	1.50	1,875.00
Furnishing and Placing Topsoil	180 cu.yd.	4.00	720.00
Coarse Aggregate Base	560 cu.yd.	5.00	2,800.00
3/4" - 0 Aggregate Base	120 cu.yd.	6.00	720.00
Class "B" Asphalt Concrete	310 ton	18.00	5,580.00
6-inch Sewer Pipe	80 lin.ft.	12.00	960.00
Concrete Inlets, Type CG-1	3 only	325.00	975.00
Concrete Walks	80 sq.yd.	10.00	900.00
Concrete Curbs	60 cu.yd.	75.00	4,500.00
			$26,720.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$18,738.00
		$45,458.00
Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Permanent Pavement Striping	All Required	100.00
		$ 2,600.00
	Subtotal	$48,058.00
	10% Engr. & Cont.	4,805.00
	Total	$52,863.00

Length of Project - - - 0.098 mile
Cost of Roadway per mile - - - $539,418.36

Retained in Program Status

Permanent Signing	All Required	$ 200.00
Lawn Construction	All Required	200.00
	Subtotal	$ 400.00
	10% Engr. & Cont.	40.00
	Total	$ 440.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$52,863.00	$33,594.00	$9,634.50	$9,634.50
Retained in Program	440.00	278.00	81.00	81.00
Total	$53,303.00	$33,872.00	$9,715.50	$9,715.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7712

Prefix 23-0603

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 17, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by L. H. Young
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of April 13, 1972 is requested in the award of contract for the S.W. 3rd St.-S.W. 4th Ave. (Ontario) Section, Project No. EHS-T-5023(3).

The contractor receiving the award is Ontario Asphalt Paving Co., in the amount of $45,458, with Contract No. 7712 assigned. This bid was received on March 30, 1972 and awarded on April 13, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date ______________________________

I concur in the award.

R. E. Simpson
Division Engineer

DAR:dg

RECEIVED
APR 19 1972
PROGRAMMING SECTION

NOTED
R. N. CHASE
Chase

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 13, 1972

771

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

Re: TOPICS Project EHS-T-5023(3)
S.W. 3rd Ave.-S.W. 4th Ave. Sect.
S.W. 9th Street

Dear Mr. Gaschler:

This will acknowledge receipt of the city of Ontario's check #436 in the amount of $12,600 which is the correct amount required as an advance deposit for the subject project.

The contract for this project has been approved by the Federal Highway Administration and will be awarded today.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Bladorn

for H. S. Cox
County and City Engineer

RECEIVED
APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

bc: ✓R. L. Schroeder
L. H. Young
L. E. George
W. E. Schwartz
V. E. Skoog: Check #436 for $12,600

Rec'd. 4/13/72 by__ ______________ NOTED R. L. SCHROEDER

RECEIVED

FOR FILE

7712

April 13, 1972

Ontario Asphalt Paving Company
36 North Oregon
Ontario, Oregon   97914

Gentlemen:

The State Highway Commission on April 4, 1972, accepted your proposal for work on the S. W. 3rd Street-S. W. 4th Avenue (Ontario) Section on 9th Street in Malheur County and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of Ontario approve the project and the City deposits $14,600.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7712.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin April 23, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

C. T. Keasey   Walt Hart
L. H. Young   Wendell Schwartz
Attn: Vince Gallagher   W. Hoffman
William Geibel (SAIF)

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APR 12 1972
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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7712

DATE April 11, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT S.W. 3rd St.-S.W. 4th Ave. (Ontario) Section
Oregon Project EHS-T-5023(3)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on March 30, 1972 and Ontario Asphalt Paving Co. submitted the low bid in the amount of $45,458.00, which is $5,773.00 or 14.5% over our Engineer's estimate of $39,685.00.

The overrun of our Engineer's estimate is all reflected in the bid for the Traffic Signal Installation Complete. We have determined that the estimate for the project was too low especially this item for traffic signals.

We have re-evaluated the project and have gone over the design to determine if there is a way to attract more bidders, to no avail. Ontario Asphalt Paving Co. has a geographical competitive advantage in that they are the only paving plant owner in the area, the work is close to their place of business and even though another contractor did get the contract they would still furnish the surfacing material. Ontario Asphalt is a good, responsible contractor and with the advantage mentioned we would not expect to interest another contractor or get a lower bid by readvertising.

The City of Ontario has accepted the low bid by submitting their share of its cost and has urged the State to award the contract.

For these reasons we believe it is in the public interest to award the contract to the low bidder, Ontario Asphalt Paving Co. Attached are two copies of the bid tabulations and if further information is needed, please advise.

DAR:alc

Attachments

RECEIVED
APR [illegible] 1972
FORM E-30 (REV. 10-69)
FOR FILING

7-1-

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April 5, 1972
Salem, Oregon

To:

W. Schwartz
Regional Engineer
Region 5
LaGrande

SUBJECT:

S. W. 3rd St.-S. W. 4th Ave.
(Ontario) Section on 9th St.-
Ontario
Traffic Signals
Pole Length Verification

There have been past instances throughout the State where pole delivery on traffic signal or illumination projects has been held up because of lack of prompt action in field verification of pole lengths. This has contributed to contractor claims.

In order to avoid this situation on the subject project please have pole lengths established and transmit to the contractor within three weeks of the date of receiving bids on the project. Any necessary changes which may affect pole lengths should be made immediately in order to prevent delay in establishing pole lengths. Changes which will affect pole lengths shall not be made after the start of work day count without prior approval of this office.

It is the intent that establishment of pole lengths shall be made very early in the job in order that the contractor will not be able to point to this as a reason for delay. Any changes affecting pole length after establishment of same should not be considered unless absolutely necessary.

Slow transmission of shop drawings through State hands has also been a reason for delay according to contractors. Please submit shop drawings to this office promptly. Checking and return to the field will be expedited by our Checking Unit.

The above is to apply to all future traffic signal and illumination projects.

R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

RWE/ag
cc: A. E. Johnson
Willard Hoffman
J. H. Wood

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 • 1972
FOR FILING

7712

April 4, 1972

Ontario Asphalt Paving Company
401 N. E. 4th Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $45,458 on the S. W. 3rd Street-S. W. 4th Avenue (Ontario) Section on 9th Street in Ontario in Malheur County, which was the lone bid received for that job on March 30, 1972.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the Federal Highway Administration and the City of Ontario approve the project and the City deposits $14,600. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
Wendell Schwartz
W. Hoffman

FOR FILING

FORM E-30 (REV. 10-69)

7712

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 31, 1972

SUBJECT: Bid Opening March 30, 1972

To:

Memorandum to the Files

H. Young

From: L. H. Young
Programing Engineer

In opening bids, it was found that the low bidder on Job No. 7, S.W. 3rd Ave.-S.W. 4th Ave. (Ontario) had not completed the Certification of Nondiscrimination in Employment form.

This matter was discussed with Mr. Frank McKinney, Assistant Attorney General for the Highway Division and it was Mr. McKinney's opinion that this was a patent error in which the Highway Commission is given power to correct.

Mr. David Stevenson, President of the Ontario Asphalt Paving Company was contacted by telephone this date. We complied with Mr. Stevenson's instructions and marked the "he has" boxes on the subject form.

GBC:js

cc: F. B. Klaboe
Leonard Lindas

City of Ontario

T-5023 (3)

Check with Gary Zehner in Co-City before finaling this project.

City has only $29,323.30 in federal funds without exceeding the amount available to them, so check with Gary to see if city wants it finaled or would rather wait in hopes of getting additional funds.

Cliff. Lauf

☑ ☑ ☐ ☐ ☑
☑ ☑ ☐ ☐ ☐

bc: R. L. Schroeder
L. H. Young
W. E. Schwartz

March 30, 1972

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

RE: TOPICS Project EHS-T-5023(3)
SW 3rd Avenue-SW 4th Avenue Section
SW 9th Street

Dear Mr. Gaschler:

The Highway Commission opened bids today for the subject project. The only bid received was from Ontario Asphalt Paving Company. Their bid exceeds the Highway Division's estimate by approximately 14.5% and the overall project cost is estimated to exceed the City's available TOPICS funds by $4,000.*

According to our agreement, the City is obligated to pay 100% of all costs which exceed the TOPICS fund.

No items may be deleted from the contract without submitting the project for rebidding.

Should the City decide to reject the bid as being too high, the project could be split into two phases and rebid at separate times. The first phase could be the street relocation and the second phase the traffic signal.

As you can see by the attached breakdown of costs, the street portion was bid within a few dollars of the State's estimate. However, the bid for the traffic signal portion exceeded the State's estimate by $5,538.

There is no assurance that a second bid would be any lower, and it could be even higher.

If you decide to accept the bid, please send in your advance deposit as indicated and we will request FHWA approval of the bid.

Please make your check (in the amount of $14,600)* payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

4-5-72
* Phoned Al Gaschler and informed him that the agreement is so worded that the state will share the $4000 on a 50/50 basis.
New Advance Deposit is $12,600.

Very truly yours,

G. M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:mm
Encl.

S. W. 3RD STREET-S. W. 4TH AVENUE (ONTARIO) SECTION

9TH STREET

MALHEUR COUNTY

FAP No. EHS-T-5023(3)
0.1 mile Grading, Paving
and Traffic Signals

Bids Received March 30, 1972

ESTIMATE BY STATE HIGHWAY DIVISION

1.	Temporary Protection and Direction of Traffic	All Specified		$ 5,900.00
	ROADWORK			
2.	Clearing and Grubbing	All Specified		1,000.00
3.	Removal of Structures and Obstructions	All Specified		1,850.00
4.	General Excavation	1,000 cu.yds.	2.50	2,500.00
5.	Obliteration of Roadway	1,250 sq.yds.	1.00	1,250.00
6.	Furnishing and Placing Topsoil	180 cu.yds.	3.50	630.00
7.	Coarse Aggregate Base	560 cu.yds.	4.00	2,240.00
8.	3/4" - 0 Aggregate Base	120 cu.yds.	4.00	480.00
9.	Class "B" Asphalt Concrete	310 tons	15.00	4,650.00
10.	6-inch Sewer Pipe	80 lin.ft.	4.50	360.00
11.	Concrete Inlets, Type CG-1	3 only	250.00	750.00
12.	Concrete Walks	90 sq.yds.	7.50	675.00
13.	Concrete Curbs	60 cu.yds.	70.00	4,200.00
	TRAFFIC SIGNALS			
14.	Traffic Signal Installation, Complete	All Specified		13,200.00
		For Comparison of Bids		$ 39,685.00

BID RECEIVED FROM ONTARIO ASPHALT PAVING COMPANY

1.	Temporary Protection and Direction of Traffic	All Specified		3,000.00
2.	Clearing and Grubbing	All Specified		500.00
3.	Removal of Structures and Obstructions	All Specified		2,190.00
4.	General Excavation	1,000 cu.yds.	2.00	2,000.00
5.	Obliteration of Roadway	1,250 sq.yds.	1.50	1,875.00
6.	Furnishing and Placing Topsoil	180 cu.yds.	4.00	720.00
7.	Coarse Aggregate Base	560 cu.yds.	5.00	2,800.00
8.	3/4" - 0 Aggregate Base	120 cu.yds.	6.00	720.00
9.	Class "B" Asphalt Concrete	310 tons	18.00	5,580.00
10.	6-inch Sewer Pipe	80 lin.ft.	12.00	960.00
11.	Concrete Inlets, Type CG-1	3 only	325.00	975.00
12.	Concrete Walks	90 sq.yds.	10.00	900.00
13.	Concrete Curbs	60 cu.yds.	75.00	4,500.00
14.	Traffic Signal Installation, Complete	All Specified		18,738.00
			TOTAL BID	45,456.00

TOPICS Project EHS-T-5023(3)
SW 3rd Avenue-SW 4th Avenue Section
SW 9th Street
City of Ontario

SUMMARY OF COSTS BASED ON BID:

Contractor's bid	$45,458
Anticipated additional item (flagging)	2,500
	47,958
Engineering and Contingencies (14.5%)	6,954
	54,912
Estimated preliminary engineering to date	2,088
TOTAL	57,000
City's available TOPICS funds	53,000
OVERRUN	4,000

City's Advance Deposit:

20% of TOPICS FUNDS	10,600
100% of overrun	4,000
TOTAL ADVANCE DEPOSIT	$14,600

ONTARIO

FED FUNDS	34,588
study	- 3015
AVAILABLE	31,573
Project Est.	57,000
	31,573
	2 ⟌ 25,427
city share	$12,713^{50}$

S. W. 3RD STREET-S. W. 4TH AVENUE (ONTARIO) SECTION

9TH STREET

MALHEUR COUNTY

FAP No. EHS-T-5023(3)
0.1 mile Grading, Paving
and Traffic Signals

Bids Received March 30, 1972

1.	Temporary Protection and Direction of Traffic	All Specified			$ 5,900.00	3000.
	ROADWORK					
2.	Clearing and Grubbing	All Specified			1,000.00	500.
3.	Removal of Structures and Obstructions	All Specified			1,850.00	2190.
4.	General Excavation	1,000 cu.yds.	2.50	2	2,500.00	2000.
5.	Obliteration of Roadway	1,250 sq.yds.	1.00	1.50	1,250.00	1875.
6.	Furnishing and Placing Topsoil	180 cu.yds.	3.50	4	630.00	720.
7.	Coarse Aggregate Base	560 cu.yds.	4.00	5	2,240.00	2800.
8.	3/4" - 0 Aggregate Base	120 cu.yds.	4.00	6	480.00	720.
9.	Class "B" Asphalt Concrete	310 tons	15.00	18	4,650.00	5580.
10.	6-inch Sewer Pipe	80 lin.ft.	4.50	12	360.00	960.
11.	Concrete Inlets, Type CG-1	3 only	250.00	325	750.00	975.
12.	Concrete Walks	90 sq.yds.	7.50	10	675.00	900.
13.	Concrete Curbs	60 cu.yds.	70.00	75	4,200.00	4500.
	TRAFFIC SIGNALS					
14.	Traffic Signal Installation, Complete	All Specified			13,200.00	18,738
		For Comparison of Bids			$ 39,685.00	45,458

(14.5%)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$39,685.00		
Anticipated Additional Items:				
Flagging (State Share)	2,500.00			2500
Permanent Signing	200.00		By state at city expence	
Permanent Pavement Striping	100.00		By state at city expence	
Lawn Construction	200.00		← By City	
		3,000.00		
		$42,685.00		47,958
Engr. & Cont. (14 1/2%)		6,189.33		6,954
Estimated Net Authorization, Constr.		$48,874.33		54,912
" PE TO DATE				2,088
				57,000
			Available TOPICS →	53,000
			100% City →	4000

Adv. Dep.

10,600
4,000
14,600

45,4 7
8, 720
261

45 3??
44 9??
325

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #7 SW 3rd St. - SW 4th Ave. (Ontario) Sec. on 9th St. in Ontario
MALHEUR COUNTY

OWNER: Oregon State Highway Department

DATE: 3/30/72 **PAGE:** 1 of 1

1. Ontario Asph. Paving Co.
2.
3.
4.
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10.
11.
12.
13.
14.

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Protection & Direction of Traffic	1	3000	3000	
		ROADWORK				
	L.S.	Clearing & Grubbing	2	500	500	
	L.S.	Removal of Structures & Obstructions	3	2190	2190	
1,000	C.Y.	General Exc.	4	2	2000	
1,250	S.Y.	Obliteration of Roadway	5	1 50	1875	
180	C.Y.	Furnishing & Placing Topsoil	6	4	720	
560	C.Y.	Coarse Aggregate Base	7	5	2800	
120	C.Y.	3/4" - 0 Aggregate Base	8	6	720	
310	Tons	Cl. "B" Asphalt Conc.	9	18	5580	
80	L.F.	6-inch Sewer Pipe	10	12	960	
3	Only	Conc. Inlets, Type CG-1	11	325	975	
90	S.Y.	Conc. Walks	12	10	900	
60	C.Y.	Conc. Curbs	13	75	4500	
		TRAFFIC SIGNALS				
	L.S.	Traffic Signal Installation, Complete	14	18,738	18,738	
		(39,685)		~~45,288~~	45,458	
				~~[illegible]~~	14.5%	

S-403 R11 6/71

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U. S. DEPARTMENT OF TRANSPORTAT FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
EHS-T-5023(3)

STATE PROJECT NO.
SW 3RD AVE.-SW 4TH AVE. SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

3-22-72

PROGRAM NO.

ITEM NO.
T-46B

COUNTY NAME
MALHEUR

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
F. B. KLABOE

3-24-72
Young

DATE PS&E APPROVED
MARCH 8, 1972

DATE AUTHORIZATION EFFECTIVE
MARCH 8, 1972

FEDERAL ROUTE NUMBER
PRIMARY ROUTE 5 & TYPE 2

STATE ROUTE NUMBER
OLDS FERRY-ONTARIO HIGHWAY ROUTE 455
AND CITY STREETS

GENERAL LOCATION:

CITY OF ONTARIO

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,500.00 AND PERMENANT PAVEMENT STRIPING BY STATE FORCES IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $2,500.00
PERMENANT PAVEMENT STRIPING BY STATE
FORCES $100.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MARCH 6, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Chan

DATE
3-22-72

SIGNATURE OF APPROVING OFFICER
for

TITLE
DIVISION ENGINEER

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

CC. Bones 3-24-72

STATE COPY

Oregon State Highway Division

Federal-Aid
Project No. T-5023(2)

S.W. 3RD AVE.-S.W. 5TH AVE. (ONTARIO) SECTION OF THE OLDS FERRY-ONTARIO HWY. IN MALHEUR COUNTY

Salem, Oregon, March 13, 1972

Project Agreement Estimate

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$4,000.00
	Total	$4,000.00

Length of Project - - - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - - -	$2,542.00
State Funds - - - - - - - - - - - - - -	729.00
City Funds- - - - - - - - - - - - - - -	729.00
Total	$4,000.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529. Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 23-0602

Gen. File

2712

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972.

I-5-4(72)215	Route I-5 Motor Service Signing
I-5-5(56)262	Route I-5 Motor Service Signing
EHS-F-156(22)	Boring Road Interchange Section
EHS-T-5005(4)	Hill St. at Portland Ave. Bend Section
EHS-T-5001(2)	Vine St.-Ferry St. (Albany) Section
EHS-T-5023(3)	SW 3rd Ave.-SW 4th Ave. (Ontario) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1067 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

3-7-72
cc: C.G. Swenson
L.N. Chase
T.W. Litchfield
J.R. Oakes
W.E. Schwartz

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. EHS-T-5023(3)

Project Name S.W. 3rd Ave-S.W. 4th Ave.

Section, S.W. 9th Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ONTARIO, Oregon,

this 3RD day of MARCH, 1972.

City of Ontario

Mayor

Recorder

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UF
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

RECEIVED
MAR 7 1972
PROGRAMING SECTION

BEN GIFFORD T.

TOPICS 2-28-72

Section S.W. 3rd. Ave. - S.W. 4th. Ave. (Ontario)	Project Allotment $ 42 000
Highway S.W. 9th. Street 3-6-72	Project Length 0.1 mile
County Malheur	Completion Time 130 calendar days Aug. 15th 72
Kind of Work Grading, Paving & Signals	

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 39,685 –
Anticipated Additional Items:		
Flagging (State Share)	$ ~~2,500~~	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	200	
Stage Construction Striping	100	
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 3,000 –
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
Lawn Construction	200	
		$ 42,685 –
Engr. & Cont. (14.5 %)		6,189.33
TOTAL		$ 48,874.33
Credit for		
Estimated Net Authorization, Construction		$

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
☐ ENGR. ☑ COOR. ☐ [illegible] ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Extra copy

3-6-72 3:30PM
Called Est to Gaschler
JLl

Bellinger

3rd. St. - S.W. 4th. Ave. (Ontario) Section
rading, Paving and Traffic Signals

Estimate

Item	Unit	Quant.	Unit Cost	Amount
porary Protection and Direction of Traffic	All	All	Lump Sum	$5,900^{00}$
learing and Grubbing	All	All	Lump Sum	1000^{00}
moval of Structures and Obstructions	All	All	Lump Sum	1850^{00}
eneral Excavation	Cu. Yd.	1000	2^{50}	2500^{00}
bliteration of Roadway	Sq. Yd	1250	1^{00}	$1,250^{00}$
urnishing and Placing Topsoil	Cu. Yd.	180	3^{50}	630^{00}
Coarse Aggregate Base	Cu. Yd	560	4^{00}	$2,240^{00}$
3/4"-0 Aggregate Base	Cu. Yd.	120	4^{00}	480^{00}
Class "B" Asphalt Concrete	Ton	310	15^{00}	$4,650^{00}$
6 inch Sewer Pipe	Lin Ft	80	4^{50}	360^{00}
Concrete Inlets, Type CG-1	One	3	250^{-}	750^{00}
Concrete Walks	Sq. Yd	90	7^{50}	675^{00}
Concrete Curbs	Cu. Yd	60	70^{-}	$4,200^{00}$
			(26,485)	
Traffic Signal Installation, Complete	All	All	Lump Sum	$13,200^{-}$
		Total	$\$39,685^{00}$	

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
☐ ENGR. ☐ COOR. ☐ OC ☐ SE ☐ UC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5023(3)
Safety

S.W. 3RD AVE.-S.W. 4TH AVE. (ONTARIO) SECTION
CITY STREETS, MALHEUR COUNTY

Salem, Oregon, February 29, 1972

P.S. & E. Estimate.

Type Code 6201
Roadway (Sta. 10+10 to Sta. 15+25)

Temporary Protection and Direction of Traffic	All Required		$ 5,900.00
Clearing and Grubbing	All Required		1,000.00
Removal of Structures and Obstructions	All Required		1,850.00
General Excavation	1,000 cu.yd.	2.50	2,500.00
Obliteration of Roadway	1,250 sq.yd.	1.00	1,250.00
Furnishing and Placing Topsoil	180 cu.yd.	3.50	630.00
Coarse Aggregate Base	560 cu.yd.	4.00	2,240.00
3/4" - 0 Aggregate Base	120 cu.yd.	4.00	480.00
Class "B" Asphalt Concrete	310 ton	15.00	4,650.00
6-inch Sewer Pipe	80 lin.ft.	4.50	360.00
Concrete Inlets, Type CG-1	3 only	250.00	750.00
Concrete Walks	90 sq.yd.	7.50	675.00
Concrete Curbs	60 cu.yd.	70.00	4,200.00
			$26,485.00

Type Code Y031
Traffic Signals

Traffic Signal Installation, Complete	All Required	$13,200.00
		$39,685.00
Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Permanent Pavement Striping	All Required	100.00
		$ 2,600.00
	Subtotal	$42,285.00
	10% Engr. & Cont.	4,228.00
	Total	$46,513.00

Length of Project - - - 0.098 mile
Cost of Roadway per mile - - - $474,622.45

Retained in Program Status

Lawn Construction	All Required	$ 200.00
	Subtotal	$ 200.00
	10% Engr. & Cont.	20.00
	Total	$ 220.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	City Funds
Roadway	$46,513.00	$29,559.00	$8,477.00	$8,477.00
Retained in Program	220.00	138.00	41.00	41.00
Total	$46,733.00	$29,697.00	$8,518.00	$8,518.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

T.

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1972
☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RC ☐ RPE ☐

January 20, 1972
(date)

Mr. Al Gaschler
City Manager
City Hall
Ontario, Oregon 97914

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway SW 9th Street TOPICS

Section SW 3rd Avenue-SW 4th Avenue: Grade, Pave & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

2-29-72
(date)

By Albert Gaschler
City Manager

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

We already have one signed 1-25-72 by Mayor + Recorder

T

January 20, 1972
(date)

Mr. Al Gaschler
City Manager
City Hall
Ontario, Oregon 97914

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

TOPICS

Highway SW 9th Street

Section SW 3rd Avenue-SW 4th Avenue: Grade, Pave & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION

January 25, 1972
(date)

By
Mayor

By
City Recorder ~~Commissioner~~

By
~~Commissioner~~

cc: L. H. Young
Attn: Duane Ridings

T

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 28, 1972

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

Re: TOPICS Project EHS-T-5023(3)
S.W. 3rd Ave-S.W. 4th Ave Section
S.W. 9th Street

Dear Mr. Gaschler:

The Federal Highway Administration granted location/design approval for the subject project today. You are now authorized to acquire all necessary right-of-way for the project.

When you have secured the right-of-way please complete the enclosed right-of-way and utilities certificate and return one copy for our records.

In order to meet the proposed bid opening date of March 30, 1972, we will need the completed certificate by March 7, 1972 at the latest. If you cannot meet this deadline please inform us prior to March 7 and we will reschedule the project for April 27, 1972.

Also enclosed for your information is an approved copy of the negative declaration for the project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for
H. S. Cox
County and City Engineer

RB:ljt
Encl.

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
☐ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

3-7-72
CC: C.G. Swenson
R.N. Chase
T.W. Litchfield
J.R. Oakes
W.E. Schwartz

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. EHS-T-5023(3)

Project Name S.W. 3rd Ave-S.W. 4th Ave.

Section, S.W. 9th Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☒ Additional right-of-way will not be required for this project.

   ☒ There has been no displacement of persons from residences, farms, or businesses; or

   ☒ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   ☒ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ONTARIO, Oregon,

this 3RD day of MARCH, 1972.

City of Ontario

Mayor

Ron R. Blankinship
Recorder

RECEIVED
COUNTY & CITY SECTION
MAR 6 - 1972
☑ ENGR. ☑ COOR. ☐ LE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

(MEMORANDUM) **Final Voucher**

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 2-25-72

.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5023 (2)

VOUCHER PERIOD: FROM 6-3-71 TO 2-25-72

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$3,444.34	$3,392.74	63.56%	$2,156.43	$2,156.43	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V.E. Sheeg
Controller

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.W. 3RD AVE.-S.W. 5th AVE. (ONTARIO) SECTION					
	Preliminary Engineering **Type Code P.E.** **Preliminary Engineering**					
	Preliminary Engineering	All	Required		$3,392.74	
	Total Preliminary Engineering Cost				$3,392.74	
	Total Participating Cost				$3,392.74	
	Nonparticipating Items Audit Expense	All	Required		$ 51.60	
	Total Nonparticipating Cost				$ 51.60	
	Total Cost				$3,444.34	
	AMOUNT CARRIED FORWARD..					

FORM PR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

S.W. 3RD AVE.- S.W. 5TH AVE. (ONTARIO) SECTION

T-5023 (2)

Description	Type Code	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P.E.	$3,444.34	$2,156.43	0.00 Mile

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

7712

DATE: FEBRUARY 25, 1972

In reply refer to: 10-35/FA

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

FROM : for R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT T-5023(2)
SW 3RD - 5TH AVE. SECTION (ONTARIO)
LOCATION/DESIGN APPROVAL

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE REQUIREMENTS OF PARAGRAPH 10 OF PPM 20-8 ARE HEREBY GRANTED FOR THE CONSTRUCTION OF THE SUBJECT PROJECT AS REQUESTED IN MR. JOHNSON'S FEBRUARY 18, 1972 LETTER.

3-1-72
REFERRED TO
Hunter -

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Young

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U. S. DEPARTMENT OF TRANSPOR — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

AL AID PROJECT NO.: T-[illegible]23(2)

STATE PROJECT NO.: SW 3RD-5TH AVE. SECTION

COUNTY NAME: MALHEUR

PROGRAM NO.:

ITEM NO.: T-46A

PROGRAM STAGE (*Check*) ☐ 1. ☒ 2.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

2-25-72

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: FEBRUARY 25, 1972

FEDERAL ROUTE NUMBER: PRIMARY ROUTE 5 AND TYPE 2

STATE ROUTE NUMBER: OLDS FERRY-ONTARIO HIGHWAY ROUTE 455 & CITY STS.

GENERAL LOCATION:

CITY OF ONTARIO

GENERAL DESCRIPTION OF WORK:

AS REQUESTED IN MR. JOHNSON'S FEBRUARY 18, 1972 LETTER, YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO COMPLETE PREPARATION OF PS&E DOCUMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-1-72
REFERRED TO
Young
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
R N CHASE
Chase

NOTED
TOM EDWARDS

RECEIVED
MAR 1 1972
PROGRAMING SECTION

CC:
FRANK HALL
DICK BLANDEN
3-2-72

DATE: 2-25-72

SIGNATURE OF APPROVING OFFICIAL: G. H. Green

TITLE: FOR DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCK OF FORM PR-1240 (REV. 6-68) WILL BE USED

TRANSACTION NUMBER 3-8

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 2-25-72

BY (Signature): Mr. Young's February 18, 1972 Letter

TITLE: Programing Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 46-8 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
46-8	EHS-T-5023(3)	0.05	40,000	25,420	SW 3rd Ave. - SW 4th Ave. (Ontario)	Grade, Drain, Pave & Traffic signals.

RECEIVED
COUNTY & CITY SECTION
FEB 28 1972
☑ ENGR. ☐ COOR. ☑ GE ☐ HE ☑ UE
☑ UPE ☑ CE ☐ R RE ☐ A PPE ☐

2-5-72

REMARKS (Division)

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 2-25-72

SIGNATURE AND TITLE: R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQU
OF INDIVIDUA
(P

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* 21 65	ADT		FUTURE (66)

FOR MISCELLANEOUS FUNDS ONLY

CARD 3	CHARACTER OF PROPOSED WORK *(35 spaces)* 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72

COUNTY NA

CARD 4	CLASS OF FEDERAL FUNDS [1]	
	NAME OF URBAN AREA 17-31	F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TO
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST (Safety)		Re-quested Re-vision	46-B	EHS-T-(5023(3)	SR 201 at SW 9th St. & SW Park Blvd. (Ontario) "SW 3rd Ave.-SW 4th Ave. (Ontario) Section"	0.00	40
										PROJECT TOTAL		
5					PE ROW CONST		RE-QUESTED REVISION					(16)
										PROJECT TOTAL		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 →	CODE 11	CODE 2

REASON FOR CHANGE: To split proj. as or
T-5023(2), PE all phases and Item 46
in order that the physical construct
IM 30-5-71, "Emergency Highway Safet

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

PROGRAM REVISION REQUESTED

DATE OF INITIAL APPROVAL: August 5, 1971	DATE February 18, 1972	DATE
OTHER:	SIGNATURE /s/ L. H. YOUNG	SIGNATURE
	Programing Engineer	TITLE

---

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

NO (8)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	I PROJECTS ONLY POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME

CODE 14

A. SYSTEM

RTE NO. FEDERAL AID (32) STATE (36) (37) U.S. (41)

		PROJECT COST			
TERMINI	MILES (54) (58)	TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
SR 201 at SW 9th St. & SW Park Blvd. (Ontario) "SW 3rd Ave.-SW 4th Ave. (Ontario) Section"	0.00	40,000	25,420	7,290(City) 7,290 14,580	Grade, drain, H.T. pave, curbs, landscape and traffic signals.
PROJECT TOTAL					
		(16) (23)	(24) (33)		
PROJECT TOTAL					

RECEIVED
COUNTY & CITY SECTION
FEB 28 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☐
☐ UPE ☑ CE ☐ RE ☐ PPE ☐

REASON FOR CHANGE: To split proj. as orig. programed into 2 separate proj. as Item 46-A, Proj. T-5023(2), PE all phases and Item 46-B, Proj. EHS-T-5023(3), Gr., pave, landscape & traffic signals in order that the physical constructiom may be programed & obligated as an "EHS" proj. under IM 30-5-71, "Emergency Highway Safety Program", paragraph (a).

EVISION REQUESTED	RECOMMENDED	APPROVED
8, 1972	DATE	DATE FEB 25 1972
OUNG	SIGNATURE	SIGNATURE Glen L. Gr Engineering Coordinator
ineer	TITLE	TITLE

ng, show both classes of funds involved.

USCOMM-DC 48903-P61

MONTHLY TRANSACTION NO. 3-9

FORM PR-9
(REV. 4-61)

REQ
OF INDIVIDU

DATE SUBMITTED TO W.O. FEB 25 1972

2-18-72

CARD 2	REPORT NUMBER 3 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 201 at SW 9th St. & SW Park Blvd. (Ontario) 21 65	ADT	14,000	FUTURE 22,4 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P.E., Gr., Pave & Traffic Signal 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. 72	COUNTY

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS	F.A. SYSTEM Primary Type 1 & 2
	NAME OF URBAN AREA Ontario 17-31	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)
1	(14-15)	16	41	42	43 - 46	53					
5	10			1	PE	6	ITEM AS NOW PROGRAMED	46	T-5023(2)	SR 201 at SW 9th St. & SW Park Blvd. (Ontario)	0.05
					ROW					"SW 3rd Ave.-SW 5th Ave. (Ontario) Section"	0.05
										PROJECT TOTAL	0.05
	30	11 42		3	CONST Safety	3					0.05
5	10			1	PE	6	REQUESTED REVISION	46-A	T-5023(2)	SR 201 at SW 9th St. & SW Park Blvd. (Ontario)	
					ROW					"SW 3rd Ave.-SW 5th Ave. (Ontario) Section"	
					CONST					PROJECT TOTAL	0.05

CARD A form PR-1 or PR-9 has been submitted Yes, PROJECT WITHDRAWN

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

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COUNTY & CITY SECTION
FEB 28 1972
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☑ CE ☐ RE ☐ PPE ☐

72

(Ontario) 65	ADT	14,000	FUTURE 22,400 (66) (70)	YEAR 91 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE 077 4 6

ITEM NO. 46 (14) (15)

I PROJECTS ONLY: POST MI. MI. (24) (26); DESIG. 27

FOR MISCELLANEOUS FUNDS ONLY

SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 T- 23

PROJECT NUMBER: NUMBER-AGR. NO. 7 5023(2) 13

CODE 14 045

COUNTY NAME Malheur

RTE NO. T, P | FEDERAL AID 5 | STATE (32) 455 (36) | U.S. (37) (41)

SYSTEM Primary Type 1 & 2

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	 FEDERAL FUNDS (67) (76)	 STATE FUNDS	CHARACTER OF PROPOSED WORK
SR 201 at SW 9th St. & SW Park Blvd. (Ontario)	0.05	2,000	1,270	365(City) 365	P.E. all phases; grade, drain, H.T. pave., curbs, landscape and traffic signal.
"SW 3rd Ave.-SW 5th Ave. (Ontario) Section"	0.05	40,000	25,420	7,290(City) 7,290	
PROJECT TOTAL	0.05	42,000	26,690	15,310	
SR 201 at SW 9th St. & SW Park Blvd. (Ontario) "SW 3rd Ave.-SW 5th Ave. (Ontario) Section"	0.05	2,000	1,270	365 365(City)	P.E. all phases.
PROJECT TOTAL	0.05	(16) 2,000 (23)	(24) 1,270 (33)	730(City)	

MONTHLY TRANSACTION NO. 3-8

FORM PR-1 (REV. 4-61)

FEDERAL-AI

(P

DATE SUBMITTED TO W.O. FEB 25 1972

2-18-72

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 201 at SW 9th St. & SW Park Blvd. (Ontario) 65	**ADT**	PRESENT 14,000	FUTURE (66) 22,400 (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Gr., Dr., Pave & Traffic Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) A.5 EHS (73)	PL (74)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME
	NAME OF URBAN AREA 17-31 Ontario	ROUTE NO. T P / FEDERA

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUN
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					**PE**		SR 201 at SW 9th St. & SW Park Blvd. (Ontario)			
5					**ROW**		"SW 3rd Ave.-SW 4th Ave. (Ontario) Sec."			
5	30			3	**CONST** (CODE) (Safety) 6201 Y031	3		0.05	40,000	25,420

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.05	40,000	25,420
1	14				(16) (23)	(24)

PROGRAM APPROVAL DATES

FEB 25 1972

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT 14,000	FUTURE 22,400 (66) (70)	YEAR 91 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (6)	ITEM NO. 46-B (14) (18)

DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A5 EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS-T- 14 23	NUMBER 5023 7	SEQ. NO. (3) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

COUNTY NAME: Malheur

CODE: 045 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO.: T P

FEDERAL-AID: 5 (32)

STATE: 455 (36) (37)

U.S.: (41)

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(59) (66)	(67) (76)			Grade, drain, H.T. pave., curbs, landscape and traffic signal.
40,000	25,420	7,290	7,290 (City)	ROW-65' min.; access control-none; park. restrictions-none.
40,000	25,420	7,290	7,290 (City)	
(16) (23)	(24) (33)			

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FEB 28 197
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ SE ☐ RE ☐ PPE ☐

REMARKS

P.E. for this project programed under Item No. 46-A, Project No. T-5023(2).

-over-

USCOMM DUSCOMM-DC 48905-P61

SW 3RD AVE.-SW 4TH AVE. (ONT
PROJECT NO. EHS-T-50

Existing Facilities:
SW 4th Ave. (Olds Ferry-Ontario Hwy.): 64' curbed section; 4 traffic lanes.
SW 9th Street: 48' curbed section; 2 traffic lanes.
SW Park Blvd.: 40' curbed section; 2 traffic lanes.

Project Data: The proposed work is as follows:

1. SW 9th Street between SW 3rd Ave. and SW 4th Ave. (Olds Ferry-Ontario Hwy.: Grade, drain, high-type pave., concrete curbs to provide a 48' curbed section on new alignment to line up with SW Park Blvd. at the intersection with SW 4th Ave. Obliterate portions of existing street and provide landscaping. (Type Code 6201; est. cost $24,000)

2. Install pretimed two-phase traffic control signal on SW 4th Ave. (Olds Ferry-Ontario Hwy.) at SW Park Blvd. and interconnect with existing signals. (Type Code Y031; est. cost $16,000)

(This project covers Priorities 2 & 7 of Ontario Areawide TOPICS Plan. Priority 2 has been revised in that SW 9th Street is to be moved to line up with SW Park Blvd., whereas this was reversed in the plan.)

NOTE: The proposed intersection realignment and signal installation is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed reconstruction of the intersection, by realignment of SW 9th St., to permit a right angle crossing of SW 4th Ave. (Olds Ferry-Ontario Hwy.) and the installation of the proposed signal will greatly facilitate the flow of traffic at the intersection reducing substantially the number of accidents occurring at this intersection.

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3RD AVE.-SW 4TH AVE. (ONTARIO) SECTION
PROJECT NO. EHS-T-5023(3)

This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (a).

System Action: Type II System approved by FHWA April 13, 1971.

Railroads, Airports, Water Developments, Historical & Recreational Area: None involved.

Public Hearing: Opportunity to request a hearing advertised on September 23, 1971 and October 7, 1971. There were no requests received. The certification required by Section 128, "Public Hearings", of Title 23 U.S.C., was made under our letter of February 16, 1972.

Relocation Assistance Payments : None required as no persons are displaced.

Clearinghouse Approval: State and District 14 exempt per working agreements dated April 28, 1970 and August 11, 1970, respectively.

Environmental Statement: Negative declaration received FHWA concurrence on February 4, 1972.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 40% of project is on FA Primary System
60% of project is on FA Primary Type II System.

RECEIVED

FOR FILING

7712

February 18, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
S.W. 3rd-5th Ave. (Ontario) Section
Project T-5023(2)
City of Ontario
Malheur County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Location/Design:

a. The location establishes S.W. 9th Street, between S.W. 3rd Avenue and S.W. 4th Avenue, on new alignment to shift its present intersection with S.W. 4th Avenue approximately 100 feet westerly to line up with S.W. Park Blvd. at its intersection with S.W. 4th Avenue.

b. The design consists of providing a 48-foot curbed section, obliteration of unused portions of the existing street, landscaping, and installation of a pretimed two-phase traffic control signal, at the aforesaid new intersection, interconnected with existing traffic signals.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

a. 1 copy Study Report (County and City Section memorandum of February 11, 1972).

b. 1 copy City of Ontario "TOPICS Project Request" dated April 27, 1971.

The Highway Division, having considered all of the dates as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

The proposed project is exempt from State and District 14 clearinghouses' reviews and comments under working agreements dated April 28, 1970 and August 11, 1970, respectively.

Opportunity to request a public hearing was advertised on September 23, 1971 and October 7, 1971. There were no requests received. The certification required by Section 128, "Public Hearings", of Title 23 U.S.C. is being submitted as a separate letter.

Environmental statement consisting of a negative declaration received FHWA concurrence on February 4, 1972.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

We further request your authorization to proceed with the PS & E phase of preliminary engineering for final plan preparation, etc., as programmed under the subject Project T-5023(2).

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By A. E. JOHNSON

for E. S. Hunter
Asst. State Highway Engineer

JG:jb

Enclosures

cc F. B. Klaboe
L. H. Young
F. L. Hall
H. S. Cox
R. M. Chase
R. L. Gifford

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
February 11, 1972

SUBJECT: Location/Design Approval
TOPICS Project T-5023(2)
S.W. 3rd Ave-S.W. 4th Ave. Section
S.W. 9th Street
City of Ontario

To: Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

Processing for location/design approval is requested for the subject project.

STUDY REPORT

LOCATION: On S.W. 9th Street from S.W. 3rd Avenue to S.W. 4th Avenue.

DESIGN: Grade, drain, pave, and construct curbs to provide 48-foot curbed section on new alignment to line up with S.W. Park Blvd. at the intersection with S.W. 4th Avenue. Obliterate unused portions of existing street and provide landscaping. Install pretimed two-phase traffic control signal at new intersection and interconnect with existing traffic signals.

Negative declaration approved by FHWA on February 4, 1972.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

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FEB 11 1972
PROGRAM & PLANNING
DIVISION

SP*52475-734

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

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COUNTY & CITY SECTION
APR 29 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ RE ☑ SE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date April 27, 1971

Name of City Ontario

Major Street Name S. W. 9th Street at S. W. 4th Avenue

Section Name Olds Ferry - Ontario Hiway

Location of Project (Attach sketch map) Length ______

On Which System? Primary I ______ Primary II x or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? yes Date PLAN approved: 3-15-71; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? ______ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes

Explain Intersection of S. W. 4th Avenue is State Highway Olds Ferry-Ontario Highway and S. W. 9th Street is Federal aid primary No. II

General description of proposed project: Project priority No. 2 TOPICS Program for Ontario, Oregon and Project Priority #7

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Park Boulevard and S. W. 9th Street with S. W. 4th Avenue

2. Type: a. Traffic Control ______
   1. Pretimed Two phase fixed time with interconnect (See Priority #7)
   2. Traffic-actuated
      (a.) Full traffic-actuated ______
      (b.) Semi-traffic-actuated ______
      (c.) Volume density-actuated ______
      (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______________________________

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ____

If so, by cable or leased telephone line? ______________

5. Type of Suspension:
a. Mast Arm X
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: Standard

7. Present Signalization: none

8. Other Remarks: none

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: None

2. Type:
a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? ------ ft.
   a. Maximum: 80 ft.
   b. Minimum: 65 ft.

2. Will additional right-of-way be needed? yes Explain: See attached diagram

3. Shall State prepare right-of-way descriptions? done

4. Is a public hearing necessary? yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? no
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? no
   Explain:

7. Are there any utilities on private property by easements or other arrangements? no List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit ______ or Franchise ______ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? yes Name of Owner City of Ontario & Holy Rosary Hospital, and dates between which water can be turned off:
   From beginning of project To end of project Location: Between S. W. 4th Avenue and S. W. 3rd Avenue on S. W. 9th Street

10. Are there any railroad crossings? no Location:

Footnotes:

a. Name of Railroad ______
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ______ Distance ______ ft.
(2.) (Direction) ______ Distance ______ ft.
d. Number of Trains: (1) Passenger ______ Speed ______ mph
(2) Freight ______ Speed ______ mph
e. Angle of Intersection: ______
f. Type of Existing Crossing: (1.) Grade ______
(2.) Overcrossing ______
(3.) Undercrossing ______
g. Existing Protection: (1.) Advance warning signs ______
(2.) Automatic flasher ______
(3.) Automatic bell ______
(4.) Gates ______
(5.) Stop signs ______
(6.) Crossbucks ______
(7.) Other ______
h. Proposed Type Crossing and Protection: ______
i. Are there to be stopping lanes for buses and trucks? no
j. Will crossing be altered to the extent that will require a P.U.C. hearing? no
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______
City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: None

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ~~44,000.00~~ ($33,000)
(Federal + State + City)
2. Estimated Cost of Requested Project $ 44,000.00
3. Date Match Money is Available: 7-1-71
4. Will there be any 100% City money? no
(Non-participation items)
5. Maximum Amount of 100% City Money: $ ---------

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Adopted by City and County on March 15, 1971 (FHWA approval April 13, 1971)

2. Existing Conditions Necessitating This Proposed TOPICS Project: Offset of S. W. Park Boulevard and S. W. 9th Street at S. W. 4th Avenue

3. This Project Would Accomplish the Following: Improve traffic flow across S. W. 4th Avenue.

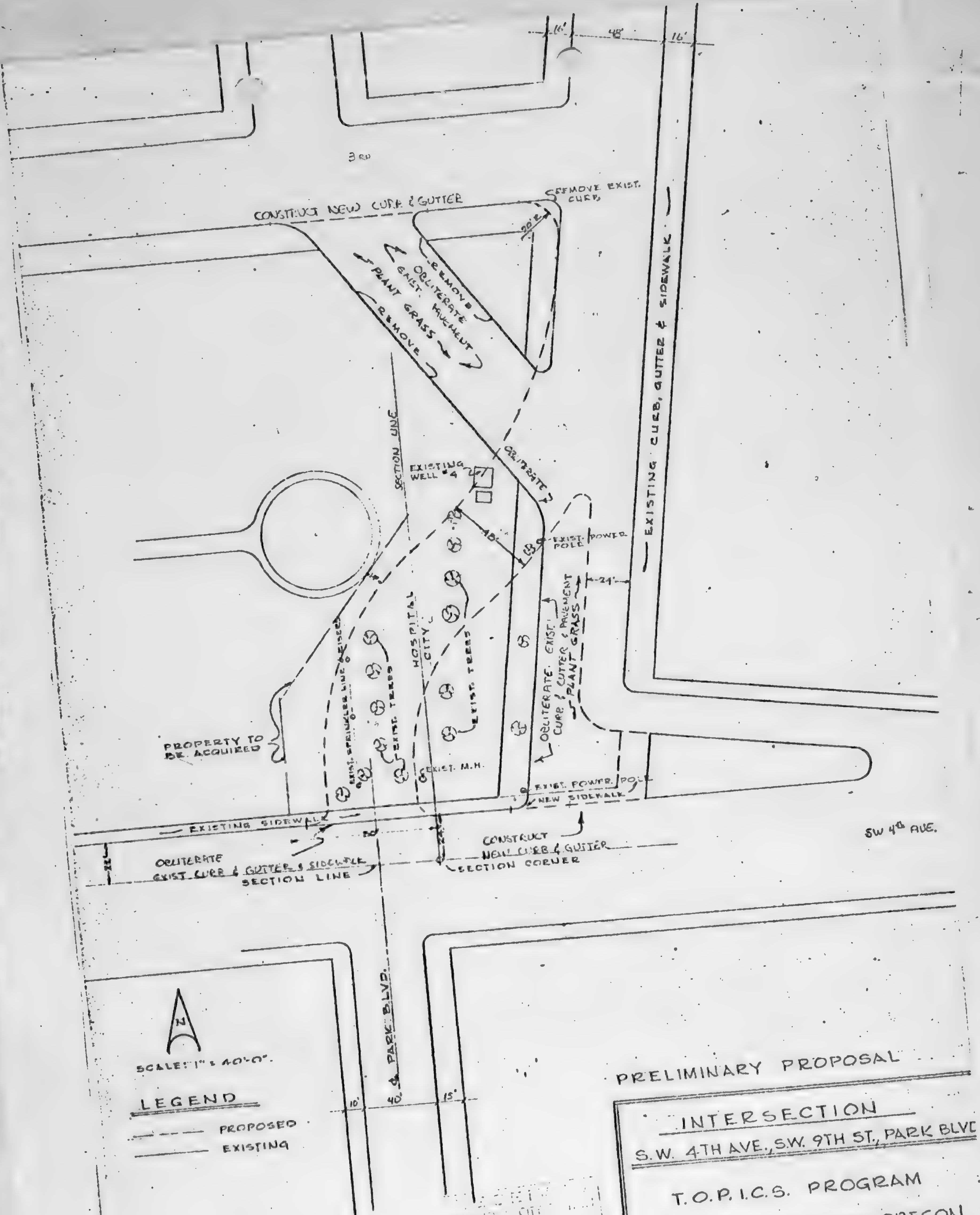
This application is not complete unless a sketch map showing the location of the project is attached.

The Ontario City Council on the 19th day of April, 19 71, adopted Resolution No. by motion or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By Albert [illegible]
City Manager

By ________________

T-1-69
(rev. 12-70)



PRELIMINARY PROPOSAL

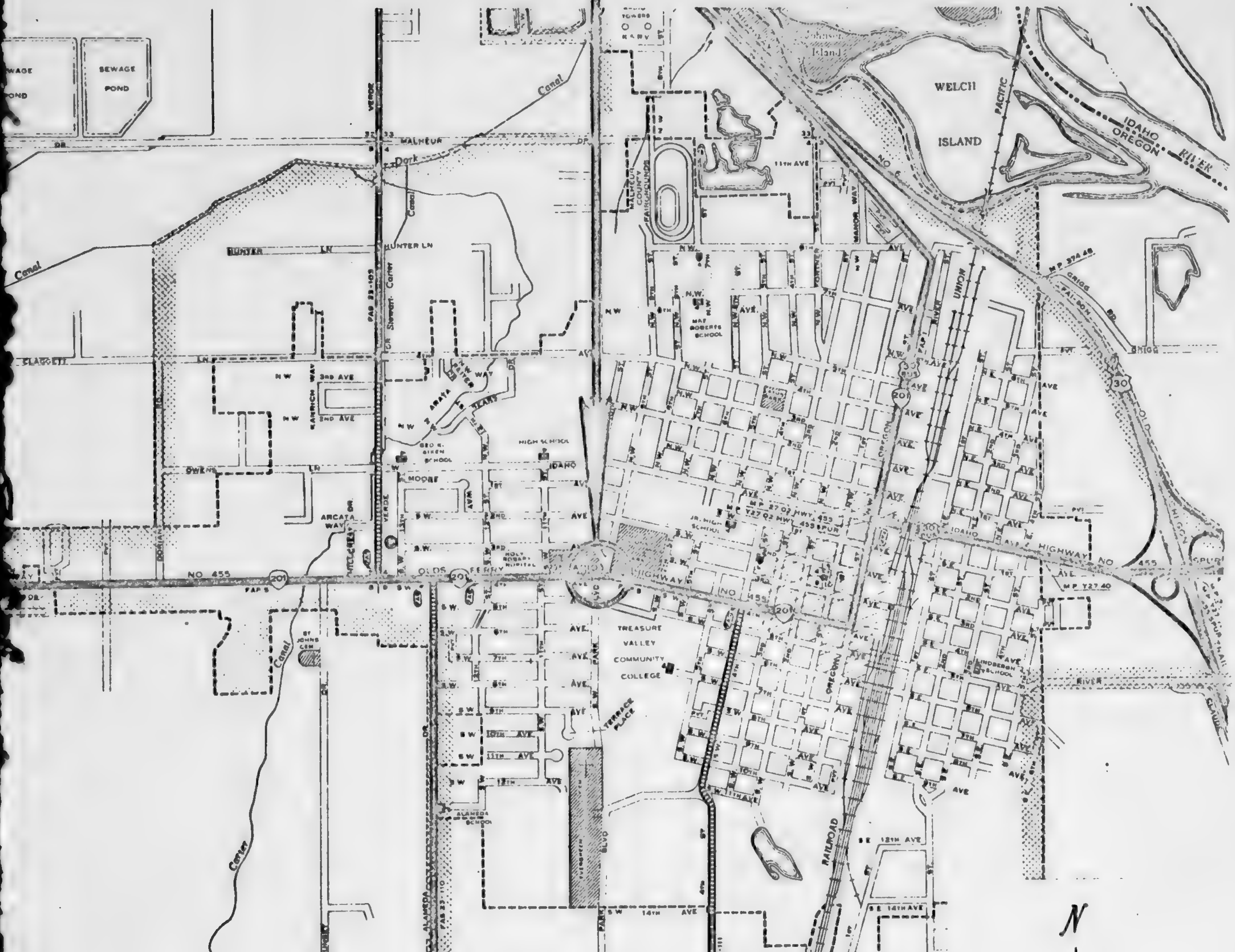
INTERSECTION

S.W. 4TH AVE., S.W. 9TH ST., PARK BLVD

T.O.P.I.C.S. PROGRAM

CITY OF ONTARIO, OREGON

PROPOSED TOPICS PROJECT



OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1972

DAILY ARGUS-OBSERVER

Ontario, Oregon 97914

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Ontario, Malheur County, Oregon, relative to State's proposed plans for street realignment and related work eliminating two right-angle turns within the city of Ontario.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, February 18, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon 97310, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer, La Grande, phone 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:mm
Att: Notice
cc: City of Ontario
Federal Highway Administration
Programing Section
Planning Section
Accounting: 5107-608-04
County & City Section
Public Affairs
W. E. Schwartz, Regional Engineer

George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
F. L. Hall
L. H. Young
D. H. Moehring
R. N. Chase
L. E. George
B. L. Gifford ✓

BEN GIFFORD

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PROGRAM & PLANNING
DIVISION

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Ontario and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for a proposed project for reconstruction of the SW Park Boulevard and SW 9th Avenue intersection of the Olds Ferry-Ontario Highway (SW 4th Avenue) within the city of Ontario, Malheur County, Oregon.

The proposed project will consist of the installation of a pre-timed two-phase traffic control signal at the intersection and interconnect with existing signalization. Reconstruction of the intersection to provide crossing movement by elimination of right-angle turns will be provided by grading, paving, and curb installation.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested parties desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

DNH:mm
2/14/72

DAILY ARGUS-OBSERVER, Ontario

FOR FILING

77-2

February 16, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

S.W. 3rd Ave.-S.W. 5th Ave. Section
Project T-5023(2)
S.W. 9th Street
City of Ontario
Malheur County

Dear Sir:

I certify in behalf of the Oregon State Highway Division that the opportunity to request a Location/Design hearing was afforded the public relative to the proposed highway project on the S.W. 3rd Ave.-S.W. 5th Ave. Section of S.W. 9th Street lying within the City of Ontario in Malheur County and that no requests for a hearing were received.

I further certify that the Highway Division and the City of Ontario has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

JG:jb

cc Tom Edwards
E. S. Hunter
L. H. Young
F. L. Hall
Victor Wolfe
H. S. Cox
R. N. Chase
D. L. Gifford

7712

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 14, 1972

DAILY ARGUS-OBSERVER

Ontario, Oregon 97914

S W Park Blvd
S W 9th intersec'n
with S W 4th ave
[illegible]
(Ontario [illegible])

Attention: Classified Ads Department

NOTED
A. E. JOHNSON

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Ontario, Malheur County, Oregon, relative to State's proposed plans for street realignment and related work eliminating two right-angle turns within the city of Ontario.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Friday, February 18, 1972, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon 97310, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. W. E. Schwartz, Regional Engineer, La Grande, phone 963-3177.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

DNH:mm
Att: Notice
cc: City of Ontario
Federal Highway Administration
Programing Section
Planning Section
Accounting: 5107-608-04
County & City Section
Public Affairs
W. E. Schwartz, Regional Engineer

George Baldwin
Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
V. D. Wolfe
F. L. Hall
L. H. Young
D. H. Moehring
R. N. Chase
L. E. George
B. L. Gifford

RECEIVED
FEB 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTICE REQUESTING HIGHWAY
LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the City of Ontario and the Oregon State Highway Division have requested the Federal Highway Administration's location-design approval for a proposed project for reconstruction of the SW Park Boulevard and SW 9th Avenue intersection of the Olds Ferry-Ontario Highway (SW 4th Avenue) within the city of Ontario, Malheur County, Oregon.

The proposed project will consist of the installation of a pre-timed two-phase traffic control signal at the intersection and interconnect with existing signalization. Reconstruction of the intersection to provide crossing movement by elimination of right-angle turns will be provided by grading, paving, and curb installation.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying if interested parties desire.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

DNH:mm
2/14/72

DAILY ARGUS-OBSERVER, Ontario

☑ ENGR. ☑ CCG ☐ GE ☑ AE ☑ UE
☑ OPE ☑ CE ☑ RE ☒ RPE ☐

bc: F. L. Hall
W. E. Schwartz

February 4, 1972

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

Attn: Engineering Department

Re: TOPICS Project T-5023(2)
S.W. 3rd Avenue-S.W. 4th Avenue Sect.
S.W. 9th Street

Dear Mr. Gaschler:

The questions raised by your letter of January 31, 1972 have been reviewed, with the following results:

(1) Topsoil will be placed by the contractor as indicated by the typical sections shown on page 2 of the plans. It is recommended that the City do the final landscaping with City forces at City expense.

(2) The plans will be revised to indicate that the new work is to be feathered into the existing pavement.

(3) Our Design Section indicates that due to the emphasis being placed on bicycle traffic at this time, catch basins with grate bars parallel to the curb are no longer acceptable. The type CG-1 inlets are designed so that bicycles can run over them without the danger of wheels dropping in. Also, this type of inlet has a metal frame, whereas the City's design calls for the grate to rest directly on the concrete form.

We find that in checking the recently completed project on Verde Drive, fifteen of the Type CG-1 inlets were installed.

We hope this satisfactorily answers your questions.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

RB:ljt

T

CITY OF Ontario...... THE CAPITAL OF EASTERN OREGON

OM THE OFFICE OF Engineering Department
ase Direct All Correspodence
This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

January 31, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: TOPICS Project T-5023(2)

Dick

Dear Sirs:

We have reviewed the enclosed preliminary plans dated January 20, 1972 and offer the following comments:

(1) There is no item listed for the replacing of the top soil and the planting of grass and the planting of trees in the area where the old roadway will be obliterated. We are assuming that this will be accomplished by City forces. Is this a correct assumption?

(2) Where the concrete island in S. W. 4th Avenue is to be removed, we assume that the street repair will be included in the contract.

Y. S

(3) On your storm sewer catch basins you call out "Type CG-1 inlet with special grate." We request that these basins and grates be constructed to City of Ontario standard design for the sake of uniformity within the City. It is important for us to maintain uniformity in the catch basins to facilitate efficient cleaning methods and operations. A copy of our catch basin design is enclosed.

[illegible]

Sincerely,

Donald L. Andrews

Donald L. Andrews
Engineering Technician

Encl:

HWY DIV--COUNTY&CITY
FEB. [illegible] 1972

2-2-72
CC: F.L. Hall w/att.

3.

INDEX OF SHEETS

SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
3	Plan & Profile

STATE O

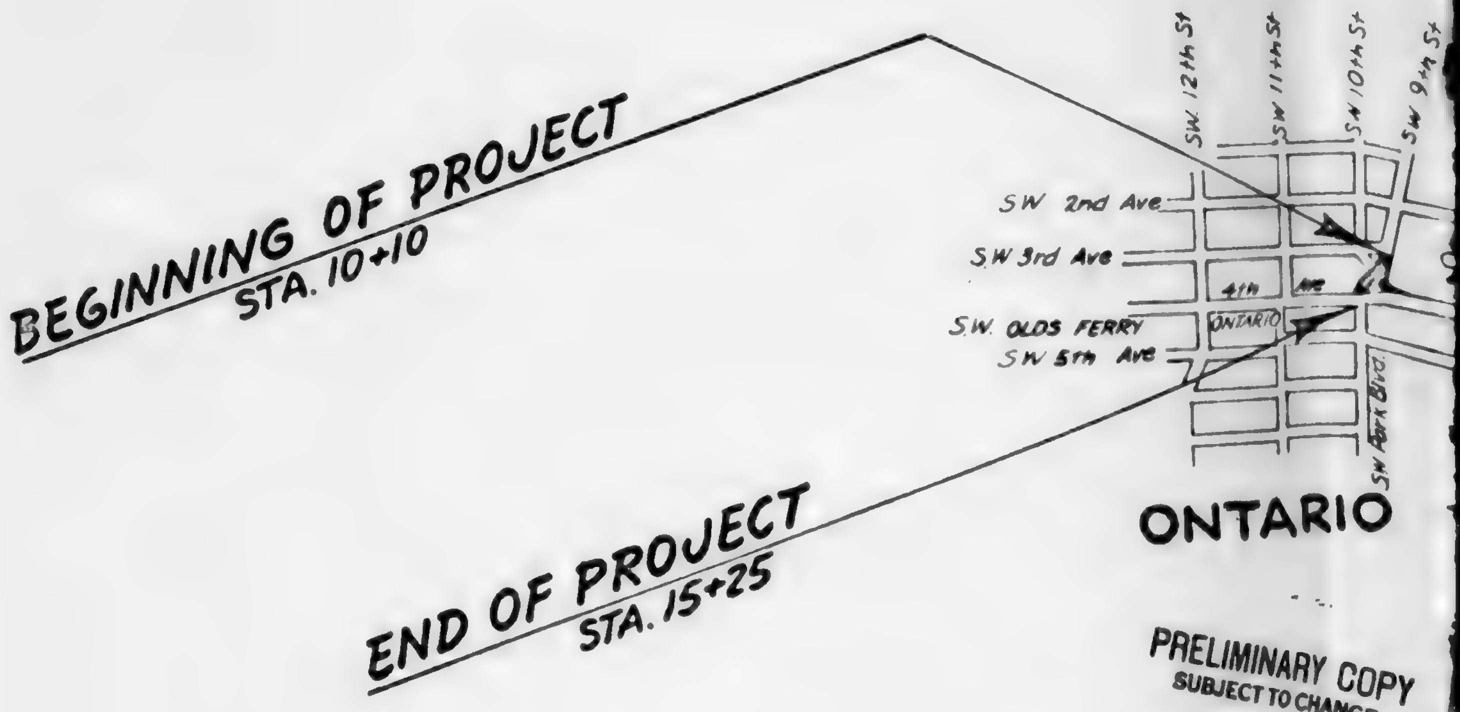
STATE HIGHWA

PLANS FOR PR

S.W. 3RD. AVE.-S.W. 4T

S.W. 9T

MALHEU



PRELIMINARY COPY
SUBJECT TO CHANGE

Sk

Scale 0

STATE OF OREGON

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

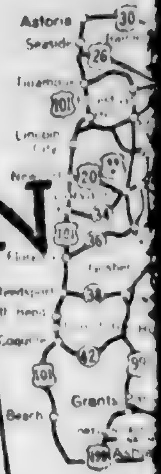
PRELIMINARY COPY
JAN 2 0 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

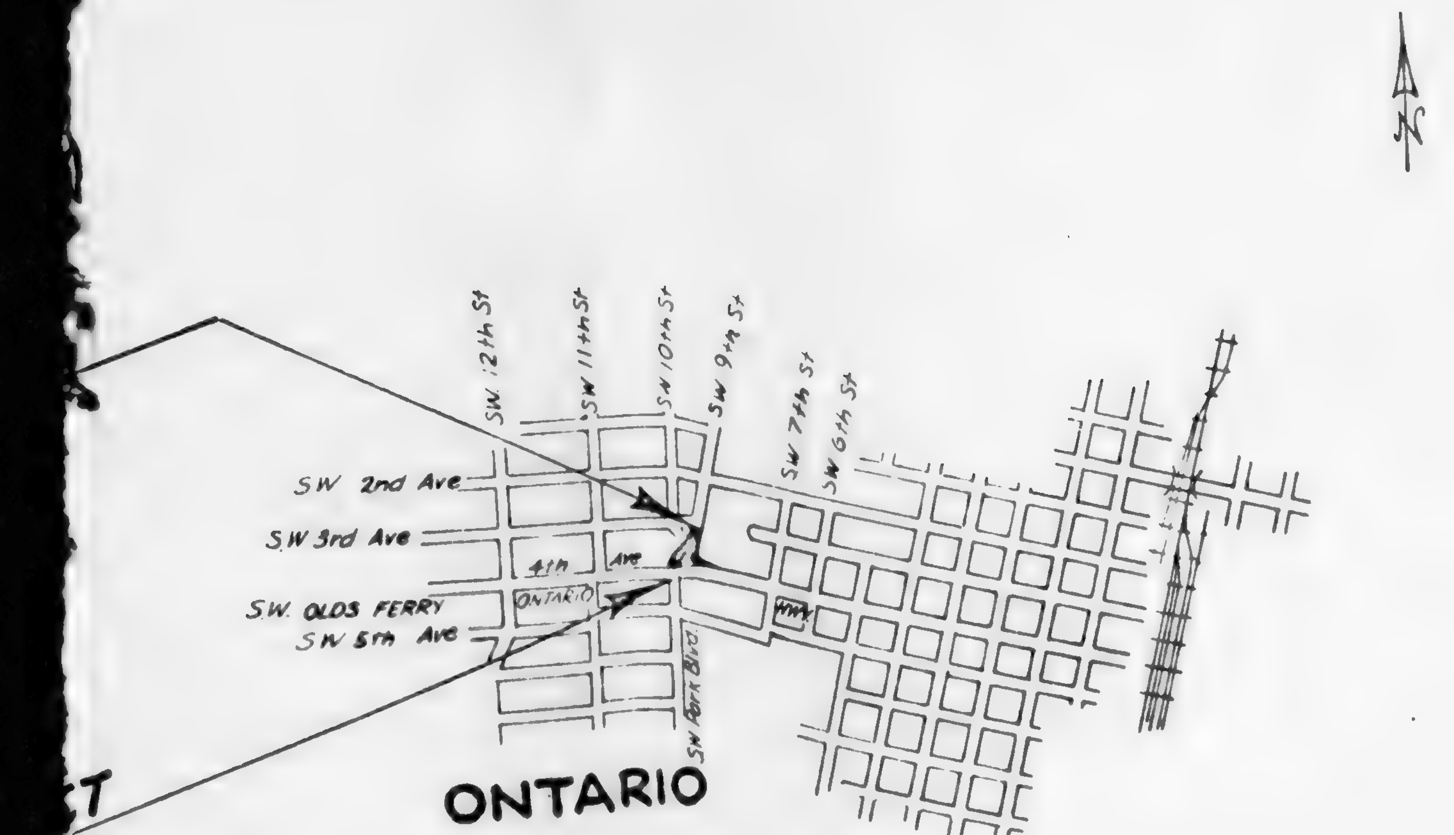
RD. AVE.-S.W. 4TH. AVE. (ONTARIO) SECTION

S.W. 9TH. STREET

MALHEUR COUNTY

RECEIVED
COUNTY & CITY SECTION
JAN 2 0 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐





PRELIMINARY COPY
SUBJECT TO CHANGE

Sketch Map
Scale 0 800 1600 Ft.

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

S.W. 3RD AVE-S.W. 4TH. AVE (ONTARIO) SEC. S.W. 9TH. STREET MALHEUR COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS *See Index*
8	OREGON			

ION

VISION

PROJECT

PRELIMINARY COPY
JAN 2 0 1972
SUBJECT TO CHANGE
FINAL DESIGN UNIT

VE.(ONTARIO) SECTION
TREET
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RECEIVED
COUNTY & CITY SECTION
JAN 2 0 1972
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ OE
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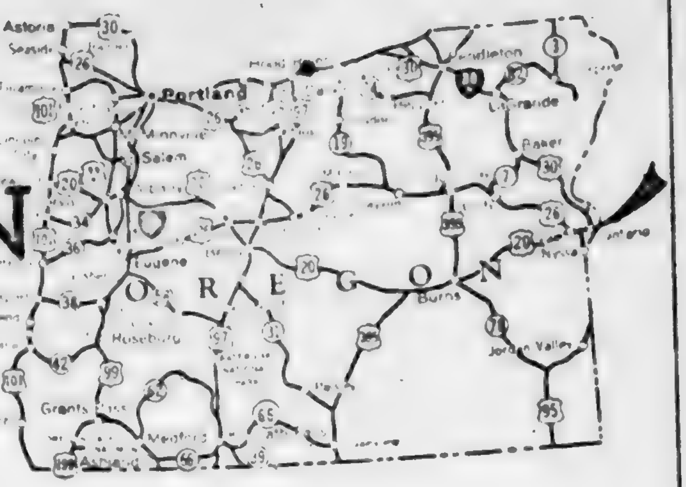


APPROVED
CITY OF ONTARIO

By D.L. ANDREWS

DATE 1/31/72

(SEE ATTACHED LTR)

HWY DIV--COUNTY&CITY
REC'D FEB. 1972

STATE HIGHWAY ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED

DISTRICT ENGINEER DATE

w. 3rd Ave.- S.w. 4th Ave. (Ontario) Sec.
s.w. 9th Street

T.

Tape 1b - 7

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Temporary Protective and Directional Measures for Traffic - Temporary protective and directional measures for traffic shall be provided in conformance with subsection 107.27 of the Standard Specifications supplemented and/or modified as follows:

1. In cases where the necessity for flagmen is of an intermittent nature of four hours or less in duration, the contractor may use employees in crafts other than flagmen that are immediately available at the site of the work, in which cases the wage rates on which the State will participate will be the rate established for the particular craft of the employee used as a flagman.

Tape 1b - 8

2. Minimum requirements which must be met by the contractor in the handling of traffic through the various stages of the work include but are not necessarily limited to the following:

~~a. The contractor shall furnish, erect and maintain two construction identification signs at locations designated by the engineer or called for on the plans.~~

a ~~b.~~ The contractor shall provide the signs, flashers, barricades and traffic cones shown on Drwg. No. B - 471

b. All appropriate existing guide and traffic control signs shall remain in operation throughout the duration of the project or until the installation of new permanent signs.

c ~~d~~. Unless otherwise indicated on the plans, all temporary signs shall be Type "O" signs, composed of orange reflectorized sheeting background on sheet aluminum or plywood with nonreflectorized black legend.

Orange reflectorized sheeting shall conform to the requirements of subsection 761.13 supplemented and/or modified as follows:

NOTED
RICHARD UNREIN

RECD FEB

HWY DIV—COUNTY&CITY

NOTED
RICHARD UNREIN

RICHARD BLADORN

8.

1-72

Tape 1b - 8 contd.

Add the following to the minimum brightness value table:

Divergence Angle	ORANGE 0.2	0.5	1.5
Angle of Incidence -4	25	13.5	1.5
Angle of Incidence 40	1.0	0.8	0.1

Delete the requirements of subsection 761.13(b) and substitute the following:

Acceptability of the diffuse day color of the reflective sheeting will be determined by the engineer by visual comparison to standard color chips.

All signs shall be mounted at 7'0" ± 3" above the edge of pavement unless otherwise permitted by the engineer in writing. Signs mounted at pavement level as permitted by the engineer shall not be in place longer than 48 hours and shall be provided with orange-colored high level flags.

All signs shall be covered or removed when not in use. ~~The contractor's attention is called to the fact that he may be required to cover and uncover the oversize advance construction signs and turn off or on the amber flashers attached to the signs during the progress of work under this project.~~

d ~~e~~. Posts will not be required to be set in the ground. Portable supports shall be adequate to prevent blow-down.

e ~~f~~. Amber flashers shall be of a type and size to be visible from ~~1300~~ 800 ft. during daylight hours when in operation.

f. ~~g~~. Barricades shall be installed parallel to the edge of pavement or travel way unless indicated otherwise on the plans. ~~The barricades indicated as "Lighted" shall be illuminated with 25 watt, non-flashing, amber lights on 25 ft. centers.~~ The barricades indicated as "Reflectorized" shall have yellow reflectors, approximately 3" in diameter, bracket mounted to the top of the barricade posts on ~~12.5~~ 5 ft. centers. The reflectors shall conform to subsection 711.03 of the Standard Specifications. ~~Lengths of barricade shown on the plans are approximate and should be field verified.~~

Tape 1b - 8 contd.

Where portable barricades are used they shall be in units. Each unit shall be comprised of the following:

(1) Untreated Douglas fir timber conforming to the current grading rules of the West Coast Lumber Inspection Bureau Grading Rules or Western Wood Products Grading Rules as follows:

Size	Grading Rule Paragraph WCLIB	Grading Rule Paragraph WWPA
4"x4"	122-b	40.11
2"x6"	123-b	62.11
1"x8"	118-b	30.11

(2) Galvanized hardware fittings conforming to subsection 710.08.

(3) Angle iron and strap iron conforming to AASHO M 183 (ASTM A 36) and galvanized in conformance with AASHO M 111 (ASTM A 123).

(4) Silver reflectorized sheeting conforming to subsection 761.13 and orange reflectorized sheeting conforming to the same requirements as for Type "O" signs described above.

g.h. Reflectorized guide posts (Y-1) shall be installed on approximate 50 foot centers at all locations where there is a hazardous vertical drop-off at the edge of the travel way and/or where construction work affects a ready definition of the edges of the usable travel way. Reflectors shall meet the requirements set forth in Section 711.03 of the Standard Specifications.

Tape 1b - 8 contd.

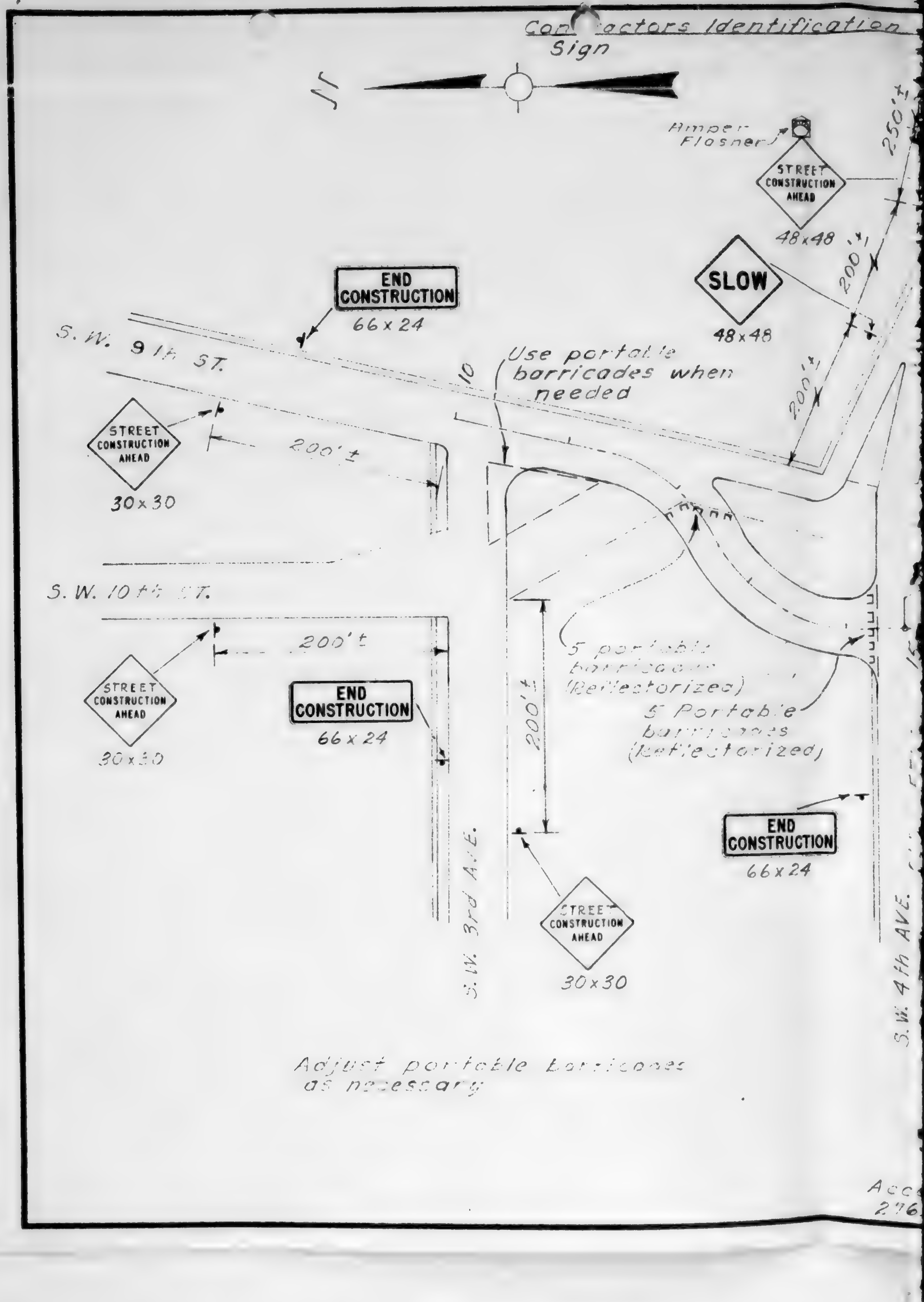
h. In the event the contractor elects to use traffic cones at any location for the direction of traffic, the cones shall be a minimum of 24 inches high and shall be fluorescent colored.

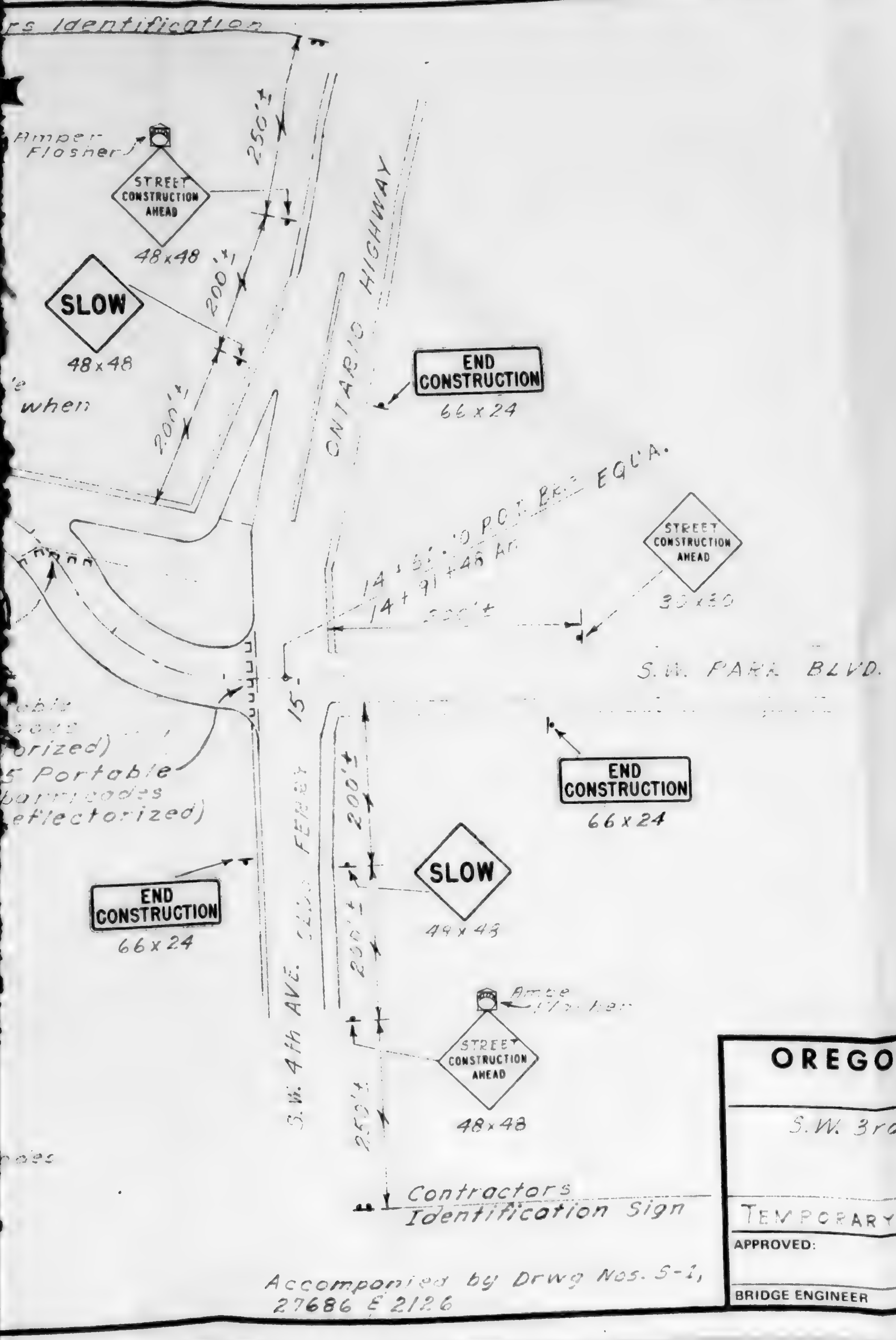
~~j. At the end of paving on two-lane, two-way roads where a definite change of roadway elevation occurs, the contractor shall place one W-401-48 sign 400 ft. before the drop-off occurs. In sections where one lane of a two-lane, two-way road has a vertical drop between directions of travel, the contractor shall place one W-718-48 sign facing each direction of traffic at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed facing each direction of traffic at mid-intervals of the W-718-48 signs.~~

~~k. At the end of paving on multi-lane, one-way roads where a definite change of roadway elevation occurs, the contractor shall place two W-401-48 signs (one on each side of road) 400 feet before drop-off occurs. In sections where one lane of a multi-lane, one-way road is being paved leaving a vertical drop-off to the adjacent lane or shoulder, one W-718-48 sign shall be installed on each side of the road at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed on the right-hand side of the road at mid-intervals of the W-718-48 signs.~~

l. Signs shall not be placed on the travel way.

B-471, S-1, 27686 & 2126
$ 5,932.00


Contractors Identification Sign
N
Amber Flasher
STREET CONSTRUCTION AHEAD
48x48
250'±
200'±
SLOW
48x48
200'±
END CONSTRUCTION
66x24
S.W. 9th ST.
10
Use portable barricades when needed
STREET CONSTRUCTION AHEAD
30x30
200'±
S.W. 10th ST.
200'±
STREET CONSTRUCTION AHEAD
30x30
END CONSTRUCTION
66x24
5 portable barricades (Reflectorized)
5 Portable barricades (Reflectorized)
200'±
END CONSTRUCTION
66x24
STREET CONSTRUCTION AHEAD
30x30
S.W. 3rd AVE.
S.W. 4th AVE.
15
Adjust portable barricades as necessary
Acc
276



Accomponied by Drwg Nos. S-1, 27686 & 2126

OREGON STATE HIGH
BRIDGE SECTI

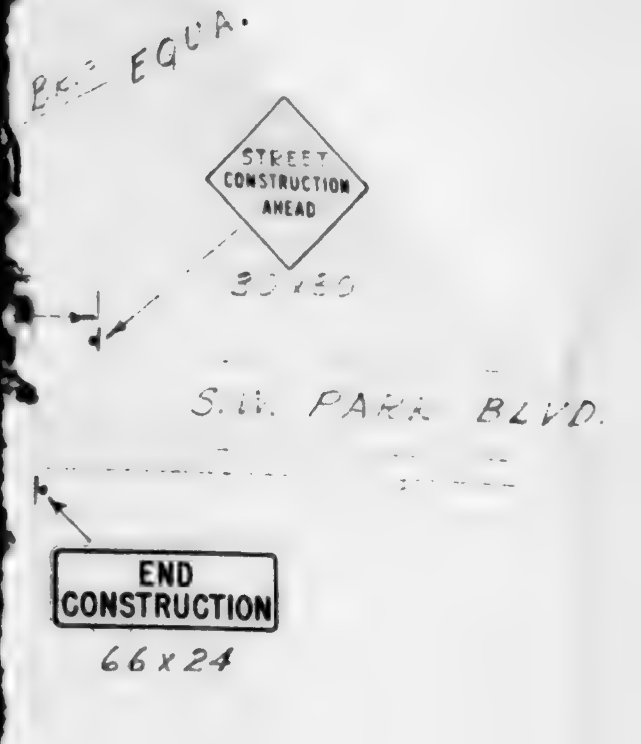
S.W. 3rd Ave. - S.W. 4th Av.
S. W. 9th STR
MALHEUR CO

TEMPORARY PROTECTION & DI

APPROVED:

BRIDGE ENGINEER

DATE Jan.
DESIGNED
DRAWN



REC'D

…ee
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…ng Nos. S-1,

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

S.W. 3rd AVE. - S.W. 4th AVE. (ONTARIO, SEC.
S.W. 9th STREET
MALHEUR COUNTY

TEMPORARY PROTECTION & DIRECTION OF TRAFFIC

APPROVED:

BRIDGE ENGINEER

DATE Jan. 1972
BRIDGE NO. 9950
DESIGNED WGE
DRAWN COT
DRAWING NO. B-471

MEMO TO FILES

January 25, 1972

Re: Footpaths and Bike Trails
TOPICS Project T-5023(2)
S.W. 3rd Avenue-S.W. 4th Avenue Section
S.W. 9th Street
City of Ontario

Footpaths and bike trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established... where...other available ways or other factors indicate an absence of any need for such paths and trails."

Both streets involved have existing sidewalks.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young

RECEIVED
COUNTY & CITY SECTION
JAN 26 1972
☐ ENGR. ☑ COOR. ☑ CE ☒ AE ☑ UE
☑ UPE ☑ CE R RE ☒ RPE ☐
A

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Ontario — 17

OREGON STATE
HIGHWAY DIVISION

7712

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 24, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

TOPICS Project T-5023(2)
S.W. 9th St. & Park Blvd.
Ontario, Oregon

Dear Mr. Simpson:

This is a negative declaration for the S.W. 9th Street and Park Boulevard Project in the City of Ontario, Oregon.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located between S.W. 4th Avenue and S.W. 3rd Avenue at and immediately west of S.W. 9th Street. The proposal consists of drainage, grading, base, curbing and paving a two-lane facility consisting of a 48-foot wide city street.

PURPOSE OF PROJECT The purpose of the project is to eliminate the existing offset between S.W. 9th Street and Park Boulevard at S.W. 4th Avenue and to provide signalization of the intersection. The proposed project is necessary because of the increased traffic load on S.W. 4th Avenue being generated by continuing business developments along this route. The existing intersection has a high accident record. Motorist safety and mobility will be improved by this project.

DISCUSSION OF ENVIRONMENTAL IMPACTS S.W. 4th Avenue is a major traffic route for both through and local traffic. It serves as a principal route to the various shopping areas of the City as well as being a State highway.

The area bordering the proposed project consists of landscaped lawn with some small trees. The project will cover some

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COUNTY & CITY SECTION
FEB 16 1972
☐ ENGR. ☑ COOR. ☑ SE ☒ AE ☑ UE
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lawn area and some area that is presently paved street will be restored to lawn. The trees that are destroyed by the project are to be replaced by tree plantings in the adjacent areas.

The completed project will be of great benefit to the City and to the general motoring public by elimination of congested and hazardous conditions created by this existing, unsignalized, offset intersection.

The opportunity for a public hearing was afforded and no protests were aired. The one private property owner involved in the project has been consulted frequently during the planning of the project.

A minimal amount of inconvenience to the road users will occur during construction, as the existing streets can remain in full use during the construction of the new section.

BASIS FOR NEGATIVE DECLARATION

The proposed project is an important element in the upgrading of the City of Ontario's street system to accommodate the current and projected traffic loads. The detrimental impact, if any, to the local environment will be negligible.

The Oregon Highway Division does endorse the statements in this negative declaration based on information furnished by the City of Ontario, and your concurrence is respectfully requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

Endorsement to Oregon State
Highway Division

Concur ______________________
Division Engineer

Date FEB 4 1972

GAP:bb

cc:
- George M. Baldwin
- Tom Edwards
- F. B. Klaboe
- L. H. Young
- R. E. Royer
- V. D. Wolfe
- H. S. Cox
- F. L. Hall
- R. N. Chase
- W. E. Schwartz

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FEB [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE R RE ☐ RPE ☐

MEMO TO FILE

January 17, 1972

Re: Name Change
TOPICS Project T-5023(2)

The name of the above TOPICS project is changed as follows:

OLD NAME

S.W. 3rd Ave.-S.W. 5th Ave. (Ontario) Section
S.W. 9th Street & S.W. Park Blvd.

NEW NAME

S.W. 3rd Ave.-S.W. 4th Ave. (Ontario) Section
S.W. 9th Street.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB;ljt

cc: L. E. George
F. L. Hall
L. H. Young
W. E. Schwartz, Region 5

CITY OF Ontario... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Corresspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

RECEIVED
COUNTY & CITY SECTION
JAN 10 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UD
☑ UPE ☐ CE ☐ RE ☐ R?E ☐

January 6, 1972

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Building
Room 405
Salem, Oregon 97310

Re: S. W. 9th Street &
Park Boulevard

Dear Mr. Cox:

This is a negative declaration for the S. W. 9th Street and Park Boulevard project in the City of Ontario, Oregon:

Location and Description of Project: The proposed project is located between S. W. 4th Avenue and S. W. 3rd Avenue at and immediately west of S. W. 9th Street. The proposal consists of drainage, grading, base, curbing and paving a two-lane facility consisting of a 48 foot wide city street.

Purpose of Project: The purpose of the project is to eliminate the existing offset between S. W. 9th Street and Park Boulevard at S. W. 4th Avenue and to provide signalization of the intersection. The proposed project is necessary because of the increased traffic load on S. W. 4th Avenue being generated by continuing business developments along this route. The existing intersection has a high accident record. Motorist safety and mobility will be improved by this project.

Discussion of Environmental Impacts: S. W. 4th Avenue is a major traffic route for both through and local traffic. It serves as a principal route to the various shopping areas of the city as well as being a state highway.

The area bordering the proposed project consists of landscaped lawn with some small trees. The project will cover some lawn area and some area that is presently paved street will be restored to lawn. The trees that are destroyed by the project are to be replaced by ~~three~~ tree plantings in the adjacent areas.

The completed project will be of great benefit to the city and to the general motoring public by elimination of congested and hazardous conditions created by this existing, unsignalized, offset intersection,

The opportunity for a public hearing was afforded and no protests were aired. The one private property owner involved in the project has been consulted frequently during the planning of the project.

A minimal amount of inconvenience to the road users will occur during construction, as the existing streets can remain in full use during the construction of the new section.

Basis for Negative Declaration: The proposed project is an important element in the upgrading of the City of Ontario's street system to accommodate the current and projected traffic loads. The detrimental impact, if any, to the local environment will be negligible.

Albert Goschler
City Manager

7

CITY OF Ontario..... THE CAPITAL OF EASTERN OREGON
WASH. IDAHO OREGON NEV

FROM THE OFFICE OF CITY MANAGER
Please Direct All Corresspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

January 6, 1972

RECEIVED
COUNTY & CITY SECTION
JAN 10 1972
☑ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Building
Salem, Oregon 97310

Re: S. W. 9th Street & Park Boulevard Project

Dear Mr. Cox:

Enclosed is the negative declaration and a resolution adopted by the Ontario City Council at its meeting January 3, 1972.

We have prepared rights of way deeds for exchange. Please advise as to proper procedure now.

Very truly yours,

Albert Gaschler

Albert Gaschler
City Manager

AG:rmg

Encl:

1-11-72

Al,

WE WILL PROCESS YOUR NEGATIVE DECLARATION THRU THE FED. HWY. ADMIN. AND INFORM YOU ON THE DATE YOU MAY MAKE THE DEED EXCHANGE.

DICK BLADORN

SALEM, OREGON
November 23, 1971

TOPICS Project T-5023(2)
S.W. 3rd Ave.-S.W. 5th Ave. Sect.
S.W. 9th St. & S.W. Park Ave.
City of Ontario

Mr. F. L. Hall
Design Engineer
BUILDING

Attn: Mr. P. L. Carstensen

The survey data for the subject project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

NARRATIVE REPORT

OLDS-FERRY HIGHWAY (ONTARIO)
S.W. 9th St., Park Blvd. (Ontario)
Malheur County

The point of beginning for this Topics survey is the intersection of S.W. 9th Street and S.W. 3rd Avenue and ends at the intersection of Park Blvd. and S.W. 4th Avenue. By using 40 degree reversing curves, S.W. 9th Street will align with Park Blvd. at the intersection with S.W. 4th Avenue.

The project includes grading, paving, curbs, sidewalk, and a traffic control device installation.

The material source will be that belonging to the City of Ontario.

Property to be acquired runs at a perpendicular 80 feet West of the section corner to a tangent offset 14.5 feet from the circular concrete walkway around the shrine owned by the Holy Rosary Hospital. The city now owns the construction site property to the East of the North-South section line.

The proposed curb line for the planned curved street will cut across the corner of the existing wellhouse IR-4 and this wellhouse will have to be adjusted. The adjustment will be made by cutting the existing walls to hold a new shelf below the base rock of the proposed street and curb. Construction of this adjustment will involve cutting the old walls and cap and building a verticle wall and a horizontal shelf. The only load placed on this shelf will be backfill material. The major reason for the adjustment is to facilitate the construction of the curb.

The short street cutting from S.W. 3rd Avenue to S.W. 9th Street will be obliterated , filled with topsoil, and planted with grass. Also the West half of S.W. 9th Street from S.W. 4th Avenue to the proposed curb line will be obliterated, filled with topsoil, and planted with grass.

The existing catch basins will be plugged and the planned catch basins will be adjusted to the present drainage system for complete drainage of the proposed street. In each case a short line will be used to tap into the existing system.

Adjusting of the following utilities will be required:
2 power poles owned by Idaho Power
2 sprinkler risers on the Holy Rosary Hospital lawn
1 manhole by the city of Ontario near S.W. 4 th Avenue and the proposed curb.

A traffic problem will be present when construction will involve S.W. 4th Avenue as the ADT 1970 count =12,000+. Work here will involve obliteration of the sidewalk and curb along S.W. 4th Avenue, Construction of an extended traffic island, Paving on the proposed street to meet existing grades at S.W. 4th Street, Removal of the traffic separater in the center of S.W. 4th Avenue, and complete installation of the proposed traffic control device at the intersection of S.W. 4th Street and the proposed street.

Our estimate of the cost of construction of this project including Engineering and Contingencies is $48,266.16.

E S Thompson
E. S. Thompson, Resident Engineer

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 23-0602 Highway Olds-Ferry (Ontario) Section Intersection S.W. 9th St, Park St.

Highway Class

Date 11/10/71

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☒	☐	☐	l. Coordinate Sheets.
☒	☐	☐	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☒	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☒	☐	☐	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☐	☒	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☒	☐	☐	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☐	☐	☒	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☒	☐	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

** Non Applicable

Signature Ronald A. Reisdorf
Locating Engineer

Address P.O. Box 702 Ontario, Ore. 97914

Form E-106X (Rev. 10-69) Malheur Co.
OREGON STATE HIGHWAY DIVISION

23-0602-901
FINAL QUANTITY CALCULATIONS

CONTRACT NO. ______
SHEET 1 OF 5 SHEETS

NAME OF JOB Olds-Ferry, S.W. 9th St., Park Blvd. (Ontario)
BRIDGE NO. ______

MADE BY ______ 19__ CHECKED BY ______ 19__ BACKCHECKED BY ______ 19__

REFER DWG. NOS.: ______ FIELD BOOK NO. ______ PAGE ______

CONTRACT ITEM NO.	Item	Quantity	Unit Price	TOTALS Amount
	Temporary Protection & Direction of Traffic	1.00 lump sum		3,000.00
	Mobilization	1.00 lump sum		3,000.00
	Flagging	1.00 lump sum		2,500.00
	Clearing & Grubbing			
	Tree Removal:			
	Size Range:			
	10"-12"	2		
	7"-10"	2 15^{00} Ea. Tree		
	4"-7"	5 20^{00} Ea. Stump		
	Evergreen	3		
		12 x 35^{00} Ea = $420		
		1.00 lump sum		420.00
			Sheet Total	

Form E-106X (Rev. 10-69) Malheur Co.

OREGON STATE HIGHWAY DIVISION

23-0602-901

FINAL QUANTITY CALCULATION

CONTRACT NO.

SHEET 2 OF 5 SHEETS

NAME OF JOB Olds-Ferry, S.W. 9th St., Park Blvd. (Ontario) BRIDGE NO

MADE BY 19 CHECKED BY 19 BACKCHECKED BY 19

CONTRACT ITEM NO. REFER DWG. NOS.: FIELD BOOK NO. PAGE TOTALS

Item	Quantity	Unit Price	Amount
Removal of Structures and Obstructions			
(a) Median Traffic Sep.	278 LF x 1.00/LF = 278		
(b) Curb and Gutter	646 LF x 1.00/LF = 646		
(c) Sidewalk (Concr.)	29 SY x 1.00/SY = 29		
	953		
	1.00 lump sum		953.00
Adjust Wellhouse IR-4	1.00 lump sum		500.00
Obliteration of Roadway			
(a.) S.W. 9th St.	4340 S.F.		
(b.) corner street	5856 S.F.		
	10,196 S.F. = 1,133 S.Y.		
	1,133 + (10% = 113) = 1246	1.00/S.Y.	1,246.00

Sheet Total

Form E-106X (Rev. 10-69) Malheur Co. 23-0602-901

OREGON STATE HIGHWAY DIVISION FINAL QUANTITY CALCULATION

CONTRACT NO.

SHEET 3 OF 5 SHEETS

NAME OF JOB Olds-Ferry, S.W. 9th St., Park Blvd., (Ontario) BRIDGE NO.

MADE BY 19 CHECKED BY 19 BACKCHECKED BY 19

CONTRACT ITEM NO.	REFER DWG. NOS.: FIELD BOOK NO. PAGE			TOTALS
	Item	Quantity	Unit Price	Amount
	6 Inch Culvert Pipe			
	Pipe 1	13'		
	Pipe 2	2'		
	Pipe 3	42'		
		57'		
		57' + (10% = 6) = 63'	2.50/LF	157.50
	Trench Excavation			
	For:	w · l · d		
	Pipe 1	2.5 · 13.0 · 3.0 = 97.5		
	Pipe 2	2.5 · 2.0 · 3.0 = 15.0		
	Pipe 3	2.5 · 42.0 · 3.0 = 315.0		
		427.5		
		$\frac{427.5}{27}$ = 15.8 CY		
		15.8 + (10% = 1.6) = 17.5 CY	6.00/CY	105.00
	General Excavation (Unclassified, City St.) From Form E-103	1208 + (10% = 120) =		
		1328 CY	2.00/CY	2,656.00
	Watering From Form E-377	3.0 + (10% = .3) = 3.3 M-gal	5.00/M-gal	16.50
			Sheet Total	

Form E-106X (Rev. 10-69) Malheur Co.

OREGON STATE HIGHWAY DIVISION

23-0602-901

FINAL QUANTITY CALCULATION

CONTRACT NO.

SHEET 4 OF 5 SHEETS

NAME OF JOB Olds-Ferry, S.W. 9th St., Park Blvd., (Ontario) BRIDGE NO.

MADE BY ______ 19__ CHECKED BY ______ 19__ BACKCHECKED BY ______ 19__

CONTRACT ITEM NO.

REFER DWG. NOS.: ______ FIELD BOOK NO. ______ PAGE ______

TOTALS

CONTRACT ITEM NO.	Item	Quantity	Unit Price	Amount
	Stone Aggr. Base From Form E49x	509 + (10% = 51) = 560 CY	3^{50}/CY	1,960.00
	¾"-0 Aggr. Base From Form E49x	111 + (10% = 11) = 121 CY	3^{60}/CY	435.60
	Class "B" A.C. Mixture From Form E-377	257 + (10% = 26) = 283	8^{00}/Ton	2,264.00
	Asphalt Cement in Mix. From Form E-377	15.4 + (10% = 1.5) = 17 Ton	40^{00}/Ton	680.00
	Prime Coat MC-250 From Form E-377	1.8 + (10% = .18) = 2.0	75^{00}/Ton	150.00
	Construct New Concr. Curb (Monolithic)	$\frac{825\text{ LF} \times 1.25\text{ sq.ft.}}{27} =$ 38.2 + (10% = 3.8) = 42. CY	55^{00}/CY	2,310.00

Sheet Total

E-106X (Rev. 10-69) Malheur Co.
OREGON STATE HIGHWAY DIVISION

23-0602-901
FINAL QUANTITY CALCULATION

CONTRACT NO. ____
SHEET 5 OF 5 SHEETS

ME OF JOB Olds-Ferry, S.W. 9th St., S.W. 4th Ave., (Ontario) BRIDGE NO. ____

DE BY ____, 19__ CHECKED BY ____, 19__ BACKCHECKED BY ____, 19__

NTRACT M NO. | REFER DWG. NOS.: ____ FIELD BOOK NO. ____ PAGE ____ | TOTALS

Item	Quantity	Unit Price	Amount
Construct New Concr. Sidewalk 4" Thick	$\frac{148 \text{ L.F.} \times 5'}{9} = 82.2$ SY 82.2+(10% = 8.2) = 90.4 SY	5^{50}/sy	497.20
Adjust Water Facilities (a) Remove 2 Risers	3^{00} Ea.		6.00
(b) Install 2 Half-Circle Risers	2	45^{00} Ea.	90.00
Catch Basins (a) Plug Existing	3	75^{00} Ea	225.00
(b) Install New Type G or GB	3	150^{00} Ea	450.00
Topsoil 6" Deep	116'×48'×½ 145'×24'×½ 37'×20'×½ 182 CY + (10% = 18) = 200	2^{50}/CY	500^{00}
Traffic Control Device	1 Actuated Control 2 Phase Full	Ea.	16,000.00
Adjust Manhole	1 - S.F.O. (to city)	100^{00} Ea.	100.00
		Subtotal	40,221.80
Engineering and Contingencies 20%			8,044.36
		Total	48,266.16

Sheet Total

Special Provisions

S.W. 9th Street (Ontario) Section
City Street (Topics)

Grade - Pave

Work To Be Done

The work to be done under this contract consists of the following work on the S.W. 9th Street (Ontario) Section in the City of Ontario, Malheur County:

1. Contruction of 0.07 miles of roadway grading, surfacing, ~~and~~ paving, & Install of traffic control devise.

2. Performance of such additional and incidental work as is called for by the specifications and plans

The northerly end of the project is the intersection of SW 9th Street and S.W. 3rd Avenue. The southerly end of the project is the intersection of Park Blvd (to the south) and SW 4th Avenue.

Applicable Standard Specifications

The 1970 edition of the "Standard Specifications for Highway Construction".

Section 104 - Scope of Work

104.05 Maintenance of Traffic Through the Work -

Traffic shall be maintained on both S.W. 9th Street and S.W. 4th Avenue while the work is being performed except for short periods of time when it is absolutely necessary to stop or detour traffic in order to perform certain phases of work.

Section 105 - Scope of Work

105.06 Cooperation with Utilities - The following organizations may be adjusting utilities within the limits of the project:

1. City of Ontario - water and sewer lines
2. State Highway Division - Traffic Control Device
3. Local power and telephone companies

Section 106 - Control of Materials

The City of Ontario is making available a source of materials that may be used on this project. Other sources within the vicinity may also be considered for use.

A laboratory shack will not be required on this project.

Section 107- Legal Relations and Responsibility to Public

107.08 Water and Air Pollution Control - In conformance with the "Standard Specifications" and "Supplemental Provisions" for pollution controls

107.27 Temporary Protective and Directional Measures for Traffic - The contractor shall place signs, barriers, flashers and traffic cones, if any required, to handle the traffic during the life of the contract. The traffic control devices mentioned above are not necessarily all that will be needed to handle traffic but is only a guide of what may be required.

Section 108 Prosecution and Progress

108.08 Contract Time for Completion of Work - shall be completed in its entirety before the elapse of ______ calender workdays

Mobilization

Scope - Shall consist of preparatory work and operations, including but not limited to, those necessary for the movement of personnel, equipment, supplies and incidentals to the project site; establishment of offices, buildings and other facilities necessary for work on the project.

Section 201 - Clearing and Grubbing

Standard & Supplemental Specifications

Section 202 - Removal of Structures and Obstructions

Standard and Supplemental Specifications

Section 203 - Excavation and Embankment for Roadways

Standard and Supplemental Specifications

203.06 Kinds of Pay Excavation - General Excavation, Unclassified, City Street work

Section 105 - Overhaul

No separate payment will be made for this item but will be included in one or more of the bid items given.

Section 206 - Trench Excavation for Minor Structures

Standard and Supplemental Specifications

Section 222 - Finishing Roadbed and Slopes

No separate payment will be made for this item but will be included in one or more of the bid items given.

Section 224 - Obliteration of Old Roadways

Standard and Supplemental Specifications

Section 225- Furnishing and Placing Topsoil

Standard and Supplemental Specifications

Section 233 - Watering

Standard Specifications

Section 304 - Aggregate Base

304.12 Base - The bottom course base aggregate may be the following sizes: 2½"-0"; 2"-0"; 1½"-0".

The top course base shall be ¾"-0" material

Section 403 - Asphalt Concrete Pavement

Standard Specifications for Class "B" A.C.

Section 408- Asphalt Prime Coat

Standard Specifications for MC-250 Asphalt

Section 603- Culverts, Siphons, Sewers and Irrigation Pipe

Standard and Supplemental Specifications for
6-inch Culvert Pipe

Section 604- Manholes and Inlets

Standard and Supplemental Specifications for Type
G or GB Catch Inlets

Shall also cover the work of plugging the existing
catch basins at the locations shown on the plans and/or
as designated by the engineer

Section 608- Portland Cement Concrete Walks, Driveways and Surfacings

Standard and Supplemental Specifications for concrete
walks

Section 609-Portland Cement Concrete Curbs and Islands

Standard and Supplemental Specifications for Type "A"
Concrete Curb (Monolithic)

Additional Anticipated Items

1. Adjust Water Facilities - by city
    a. Remove 2 Risers
    b. Install 2 Half-Circle Risers

~~2. Traffic Control Device - by State~~ NO

3. Adjust Manhole (1) - by city
4. Adjust Wellhouse IR-4 (1) - by city
5. Flagging - by contractor - E.W.O.

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section SW 9th Street (Ontario) Unit
Highway City Street County Malheur Prefix 23-[illegible]
Length 0.07 Designer Draftsman Date 11/14/[illegible]

Grading and Surfacing Items

F. L. Epley

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temporary Protection & Direction of Traffic	all	all	-	all	lump	3,000
2. Mobilization	all	all	-	all	lump	3,000
3. Clearing & Grubbing	all	all	-	all	lump	420
4. Removal of Structures and Obstructions	all	all	-	all	lump	953
5. General Excavation	cy	1208	122	1330	2^{00}	2,660
6. Trench Excavation	cy	16	2	18	6^{00}	108
7. Obliteration of Old Roadway	sq yd	1133	117	1,250	1^{00}	1250
8. Furnish & Place Topsoil	cy	182	18	200	2^{50}	500
9. Watering	M-gal	3	1	4	5^{00}	20
10. Coarse Base Mat'l.	cy	509	51	560	3^{50}	1,960
11. 3/4"-0" Mat'l in Base	cy	111	11	122	3^{60}	439
12. Asphalt Conc. Mix	ton	257	26	283	8^{00}	2,264
13. Asphalt in Mix	ton	15.5	1.5	17	40^{00}	680
14. MC-250 Asph. Prime Coat	ton	1.8	.2	2	75^{00}	150
15. 6-inch Culvert Pipe	lin. ft	57	6	63	2^{50}	158
16. Catch Inlet	each	3	--	3	150^{00}	450
17. Plug Existing Inlets	each	3	-	3	75^{00}	225
18. Concrete Walk	sq yd	82	8	90	5^{50}	495
19. Concrete Curb	cy	38	4	42	55^{00}	2310
						$21,042
20. traffic control device	[illegible]	1	-	1	16,000	16,000
						37,042

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of 2 Sheets

Unit ______
ion ______ County ______ Prefix ______
way ______ Draftsman ______ Date ______
th ______ Designer ______

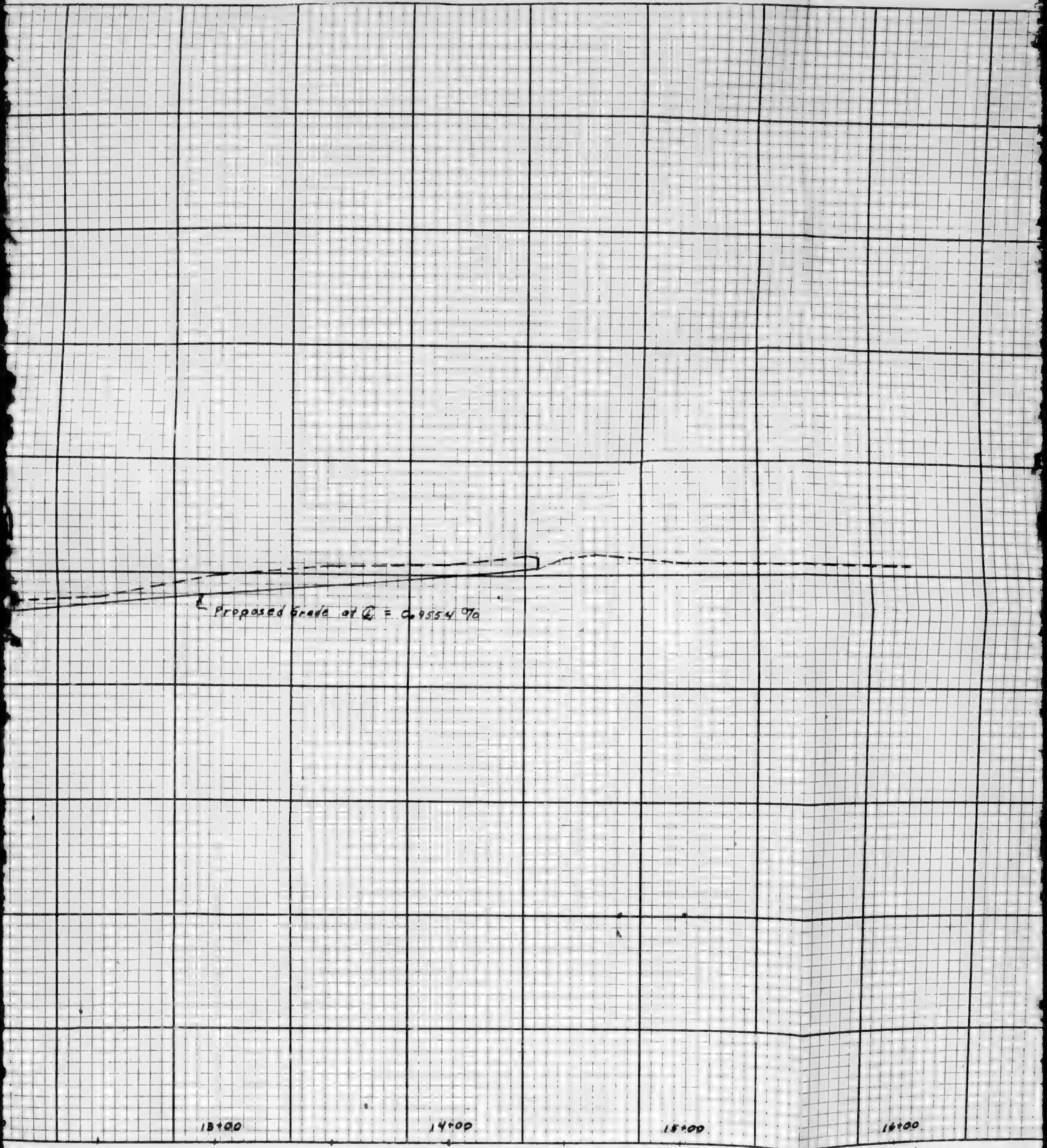
Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
dditional Anticipated Items						
Remove Risers	each	2	-	2	3.00	6
Install Half-Circle Risers	each	2	-	2	45.00	90
~~Traffic Control Devices~~	~~each~~	~~1~~	~~-~~	~~1~~	~~16,000.00~~	~~16,000~~
Adjust Manhole	each	1	-	1	100.00	100
Adjust Well House	each	1	-	1	500.00	500
Flagging	all	all	-	all	lump	2,500
Total Anticipated Items						$3,196 ~~19,196~~
Engineering & Contingencies	20%					$8,048
Total for Project						$48,28

Total

SUMMARY

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Mobilization	All	All		All
Temporary Protection And Direction Traffic	All	All		All
Flagging	All	All		All
Clearing and Grubbing	All	All		All
Removal of Structures and Obstructions	All	All		All
Obliteration of Roadway	Sq. Yd.	1,133	113	1,246
General Excavation	Cu. Yd.	1,200	120	1,328
Watering	M-Gal.	3.0	0.3	3.3
Stone Aggregate Base	Cu. Yd.	509	51.	560
3/4"-0 Aggregate Base	Cu. Yd.	111	11.	121
Class "B" A. C. Mixture	Ton	257	26	283
Asphalt Cement in Mixture	Ton	15.4	1.5	17
Prime Coat MC-250	Ton	1.8	.2	2.0
Concrete Curb (Monolithic)	Cu. Yd.	38.2	3.8	42.0
Concrete Sidewalk (4" Thick)	Sq. Yd.	82.2	8.2	90.4
Adjust Water Facilities (Sprinkler Risers)	ea.	2		2
Catch Basins (Plug Existing)	ea.	3		3
Catch Basins (Construct New)	ea.	3		3
Topsoil (6" Deep)	Cu. Yd.	182	18	200
Traffic Light (2 Phase Full; Actuated Cont.)	One	1		1
Adjust Wellhouse IR-4	All	All		All
Adjust Manhole S.F.O. + City	one	1		1
Trench Excavation	Cu. Yd.	15.8	1.6	17.5
6-Inch Culvert	Lin. Ft.	51	6	63

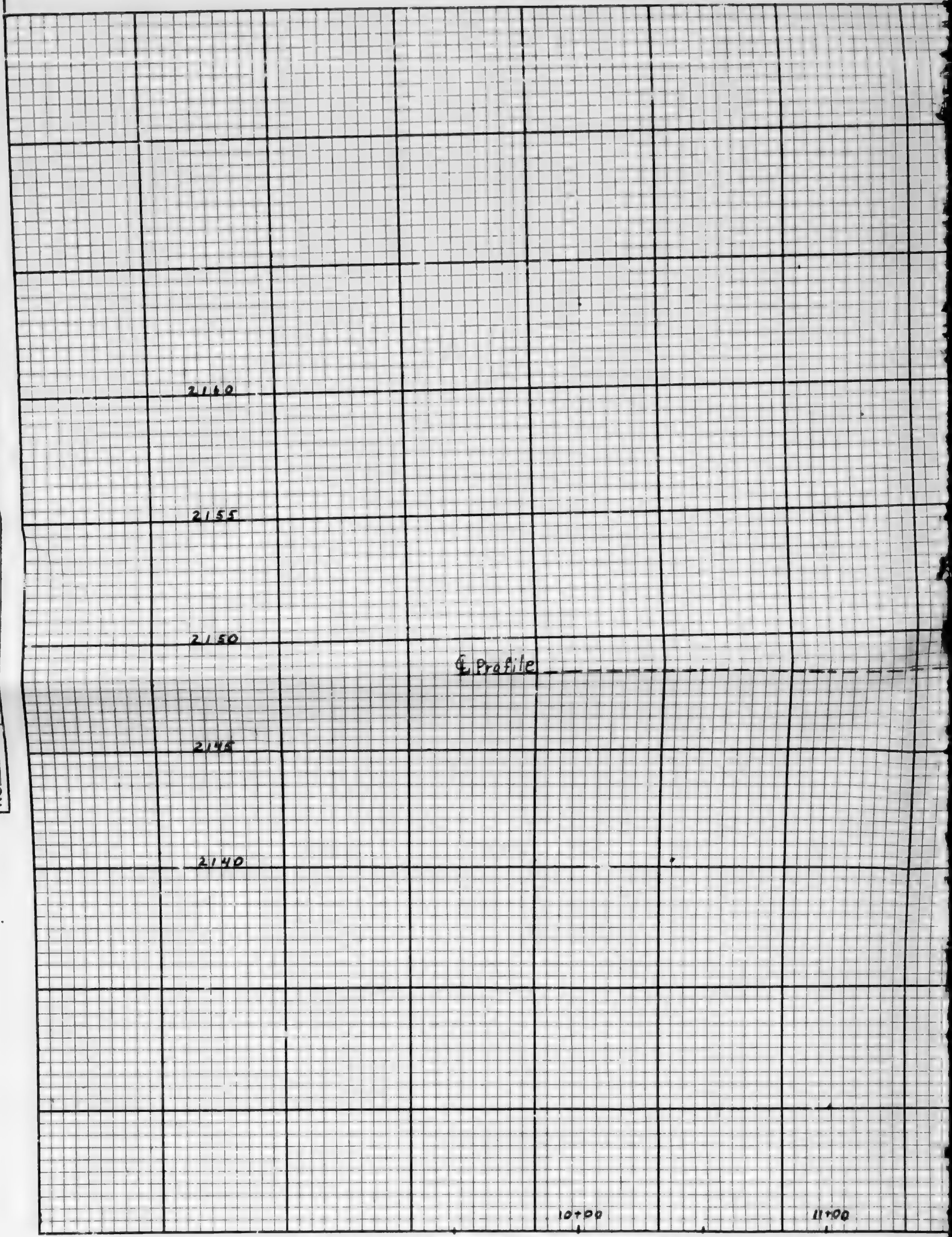

Proposed Grade at ℄ = 0.9554 %
13+00
14+00
15+00
16+00

ORIGINAL SURVEY

NOTE BOOK

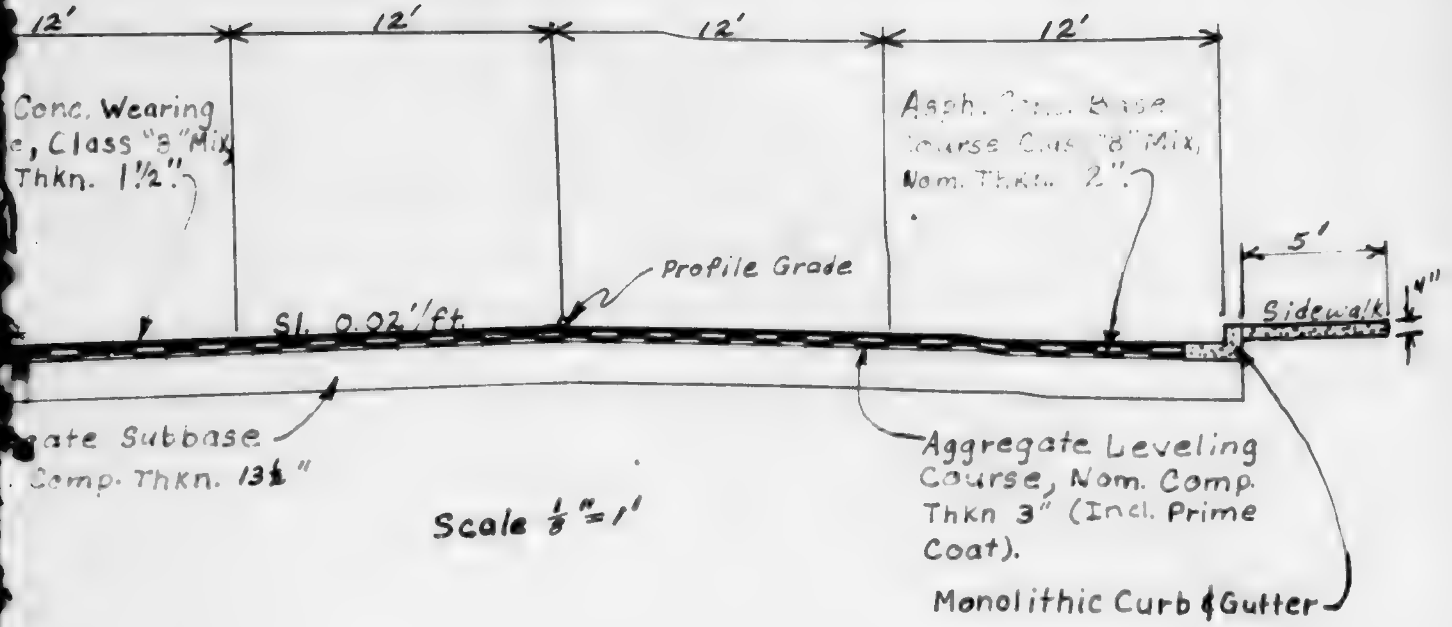
NO.

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		



K+E 186 IMPERIAL TRACING CLOTH T.M. 45841

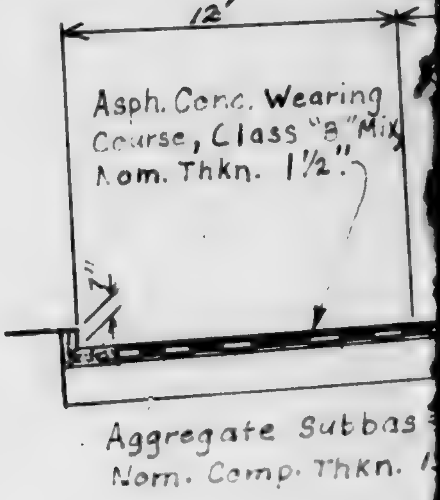
				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

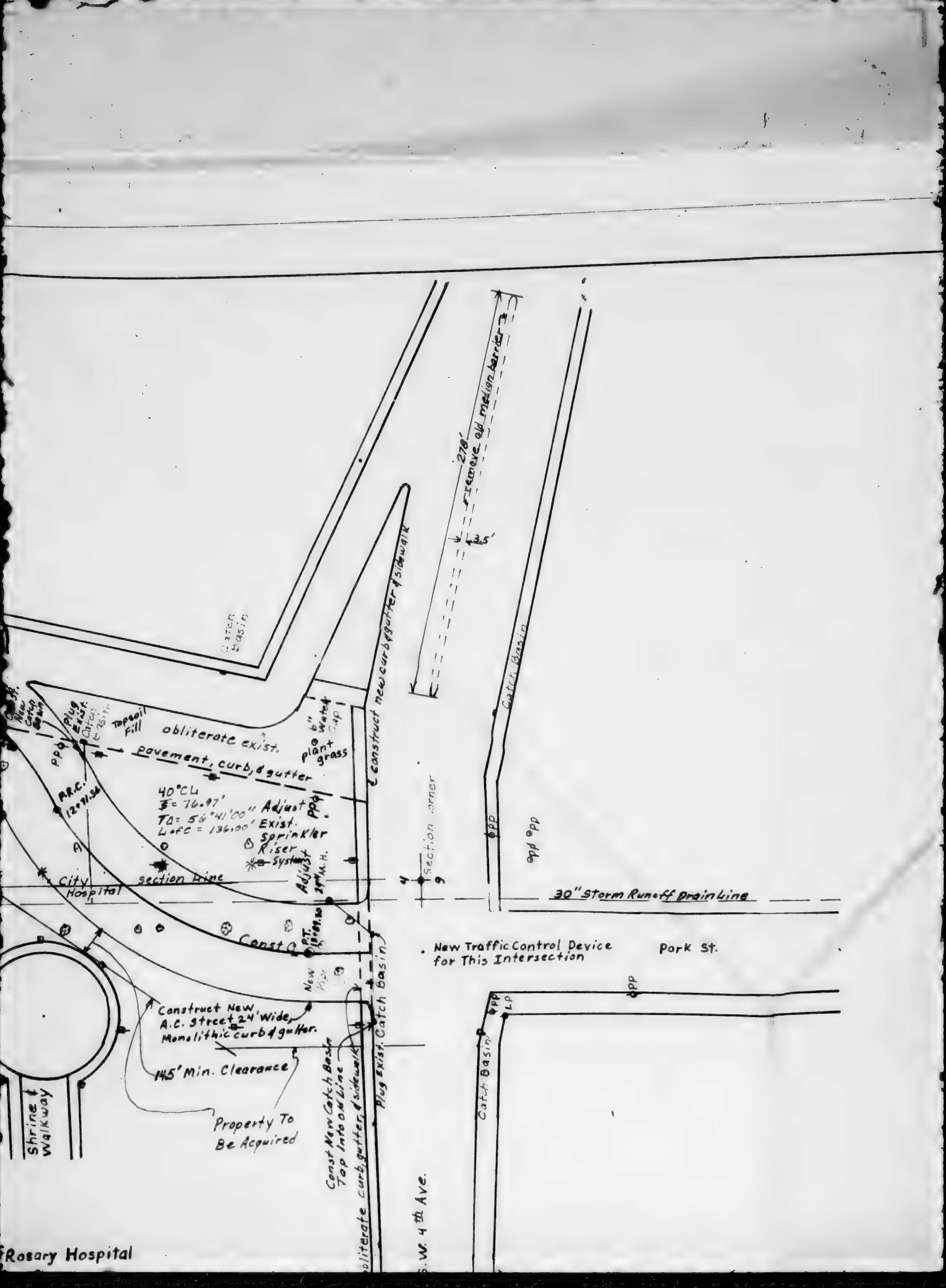


Scale ⅛" = 1'

ersection S.W. 9th St., S.W. 4th Ave., Park Blvd. (Ontario)
Olds-Ferry (Ontario) Malheur County
E.S. Thompson, Resident Engr.
11/10/1971

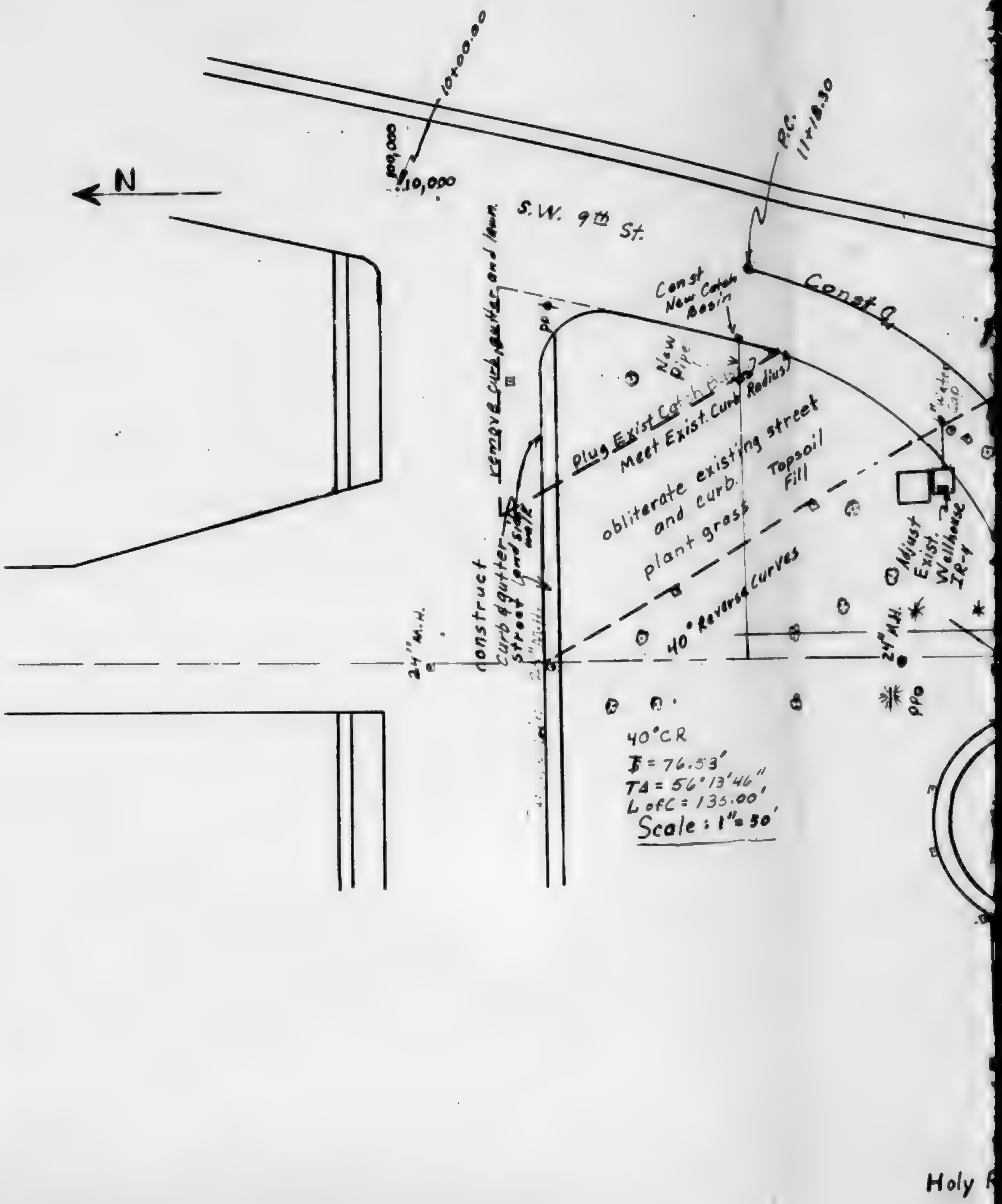
99,000
10,000





278'
remove old median barrier
3.5'
Catch Basin
Catch Basin
New Catch Basin
Plug Exist. Catch Basin
Topsoil Fill
obliterate exist. pavement, curb, & gutter
6" Water Cap
plant grass
Construct new curb, gutter & sidewalk
PP
P.R.C. 12+71.36
40°C↓
Δ= 76.97'
TΔ= 56°41'00"
L of C = 136.00'
Adjust Exist. Sprinkler Riser System
Adjust 2nd M.H.
A
City Hospital
section Line
Section Corner
4
9
PP
PP
PP
30" Storm Runoff Drain Line
P.T. 13+09.30
Const ℄
New Pipe
Catch Basin
New Traffic Control Device for This Intersection
Park St.
PP
LP
Catch Basin
Construct New A.C. Street 24' Wide, Monolithic curb & gutter.
145' Min. Clearance
Property To Be Acquired
Const New Catch Basin Tap Into Old Line
Plug Exist. Catch Basin
obliterate curb, gutter, & sidewalk
Shrine Walkway
S.W. 4th Ave.
Rosary Hospital

SURVEY
NOTE BOOK
NO.
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED



RECEIVED
NOV 11 1971

FOR FILE
7712

November 5, 1971

City of Ontario
City Hall
Ontario, Oregon 97914

Attention: Ron Blankinship
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4358

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement concerning the S.W. 3rd Avenue-S. W. 5th Avenue (Ontario) Section of S.W. 9th Street and S. W. Park Boulevard Project.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(conf. agree. att.)

CITY OF Ontario..... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Coresspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

RECEIVED
COUNTY & CITY SECTION

7.

November 1, 1971

Mr. H. S. Cox, County-City Engineer
Oregon State Highway Department
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

Re: TOPICS Project S. W. 3rd Ave - S. W. 4th Ave
Section of 9th Street and S. W. Park Boulevard

In regards to the TOPICS Project mentioned above, I am sending you herewith the following information:

1. Signed agreements of project.
2. Proof of publication
3. Notice of Public Hearing Requested

In regards to the publication for request of public hearing, ✓ the City of Ontario received no request of public hearing on the above named project.

I understand from Dick Unrein the above named project is scheduled for a bid opening in March of 1972. The City of Ontario is very anxious to get this project completed. I hope the information contained is all that is required. If any further information is needed, please do not hesitate to contact me.

Very truly yours,

Albert Gaschler

Albert Gaschler
City Manager

Encl:

11
~~10~~-2-71 Copy To: C.R. Burghardt - F.H.W.A
W/notice R.N. Chase
Affidavit H.S. Coulter

Affidavit of Publication

State of Oregon
County of Malheur } ss.

NOTICE
Title of Publication

City of Ontario, Oregon
Sponsor or Plaintiff

Plaintiff or Legal Agent

I, Francis R. McLean, being first duly sworn, depose and say that I am the publisher of "The Ontario Argus-Observer," a newspaper of general circulation, as defined by Sections 1-509, 1-510, Oregon Code, printed and published at the City of Ontario in the aforesaid County and State; that Notice of street improvement

a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 consecutive weeks in the following issues, towit: September 23, October 7 A.D. 19 71 being the dates of the issues in which same was published.

Francis R. McLean

Subscribed and sworn to before me this 14th day of October A.D. 19 71

Notary Public for the State of Oregon

My Commission expires August 12, 1973

Statement

Ontario Argus-Observer

Ontario, Oregon

Number of Lines 40

Number of Insertions 2

40 Lines @ ~~15c~~ 18 1~~7~~3¢ 5.50

40 Lines @ 12¢ 7.20

Total Cost Will Be 12.70

№ 1260

COPY OF NOTICE

(FIRST COPY)

NOTICE

Notice is hereby given that the City of Ontario, Oregon proposes to improve the S.W. 3rd Ave. -S.W. 5th Ave. Section of S. W. 9th Street lying within the City of Ontario, Malheur County, Oregon.

The proposal consists of reconstruction of S. W. 9th Street to line up with S. W. Park Boulevard; install pretimed two-phase traffic control signal on S. W. 4th Avenue at S. W. Park Boulevard and inter-connect with existing signals; obliterate portions of existing street and provide landscaping.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested person request a hearing on the proposal. If any interested person desires such a hearing a written request for a hearing should be directed to Mr. Albert Gaschler, City Manager, City Hall, Ontario, Oregon, on or before October 18, 1971.

Albert Gaschler
City Manager
City of Ontario, Oregon

Dates of publication
September 23, 1971
October 7, 1971

L1260 Sept. 23, Oct. 7

NOTICE

Notice is hereby given that the City of Ontario, Oregon proposes to improve the S. W. 3rd Ave.- S. W. 5th Ave. Section of S. W. 9th Street lying within the City of Ontario, Malheur County, Oregon.

The proposal consists of reconstruction of S. W. 9th Street to line up with S. W. Park Boulevard; install pretimed two-phase traffic control signal on S. W. 4th Avenue at S. W. Park Boulevard and interconnect with existing signals; obliterate portions of existing street and provide landscaping.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal. If any interested person desires such a hearing, a written request for a hearing should be directed to Mr. Albert Gaschler, City Manager, City Hall, Ontario, Oregon, on or before October 18, 1971.

Albert Gaschler
City Manager
City of Ontario, Oregon

Dates of publication September 23, 1971
October 7, 1971

RECEIVED
COUNTY & CITY SECTION

September 16, 1971

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

RE: TOPICS Project T-5023(2)
SW 3rd Ave-SW 5th Ave Section
SW 9th Street & SW Park Blvd

Dear Mr. Gaschler:

Returned herewith are the agreements for the subject project which you requested be amended to include relocation of the well on SW 9th Street.

The reason that no mention was made of this item is that there is some question as to whether or not complete relocation of the well is necessary. Our field survey will provide us with definite information on the disposition of the well.

In the meantime we have requested and received verbal approval from the FHWA that this item can be a part of the overall construction project receiving Federal Aid participation.

No revision of the agreement is necessary; therefore, we respectfully request that you have them executed as previously outlined.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:mm
Encl.

cc: H. S. Coulter

T

CITY OF
Ontario ... THE CAPITAL OF EASTERN OREGON
WASH. IDAHO OREGON NEV

FROM THE OFFICE OF CITY MANAGER
Please Direct All Coresspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

September 10, 1971

Mr. H. S. Cox
County-City Engineer
Highway Building
Salem, Oregon 97310

Re: TOPIC Project T-5023 (2)
S. W. 3rd Ave.-S. W. 5th Ave. Section
S. W. 9th St. & S. W. Park Blvd.

Dear Mr. Cox:

In regards to your letter of August 13, 1971 containing an agreement covering the above project, I would like to make the following changes.

The City agrees to relocate all their utilities or private utilities except the irrigation well located adjacent to S. W. 9th Street between S. W. 4th Avenue and S. W. 3rd Avenue.

Inasmuch as the City does not have the equipment or knowledge to perform this relocation, I recommend that it be incorporated in the construction contract. ✓

All of the remaining parts of the agreement are acceptable to the City.

I am returning the agreement so that the proposed change can be included. If there are any questions concerning this matter please do not hesitate to contact me.

Very truly yours,

Albert Gaschler

Albert Gaschler
City Manager

Encl:

RECEIVED
COUNTY & CITY SECTION
SEP 15 1971
☑ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
COUNTY & CITY SECTION

9-16-71
CC: H.S. Coulter

☑ ENGR. ☑ COOR. ☑ CE ☐ AE ☑ UE
☒ UPE ☑ CE ☒ RE ☒ RPE ☐

August 13, 1971

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

Re: TOPICS Project T-5023(2)
S.W. 3rd Ave.-S.W. 5th Ave. Section
S.W. 9th St. & S.W. Park Blvd.

Dear Mr. Gaschler:

Enclosed are four copies of the agreement covering the subject Federal Aid TOPICS project. This agreement is written in a "blanket form" that is intended to cover all situations under the TOPICS program. Some paragraphs will not pertain in all cases, as other paragraphs will be more appropriate in a particular situation.

Please present the agreement to the City Council, and if approved, have the Council adopt a resolution authorizing the Mayor and Recorder to sign the agreement, then forward three copies of the signed agreement and resolution to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, a fully executed copy of this agreement will be returned for your records.

The Federal Highway Administration granted program approval of preliminary engineering for this project on **August 6, 1971. One of our** Resident Engineers will contact you before he undertakes the field work on this project.

We trust the agreement will meet with your approval. If we can be of any assistance, please let us know.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt
Encl.

cc: H. S. Coulter

TRANSACTION NUMBER 8-32

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8-6-71

BY (Signature): Mr. Youngs' August 3, 1971 letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Topics

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 46 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	**Work**
46	T-5023(2)	0.05	$42,000.00	$26,690.00	SW 3rd-5th Avenue Section Ontario	Preliminary Engineering Grade, drain, high-type pavement & traffic signals

8-6-71

Young 8-11-71

NOTED
R. D. ASBURRY

REMARKS (Division)

You are authorized to proceed with all phases of Preliminary Engineering necessary to obtain location/design approval.

cc: Cox
8-11-71

Chase
8-11-71

RECOMMENDED		APPROVED
DATE	SIGNATURE AND TITLE	DATE 8-5-71
		SIGNATURE AND TITLE R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
AUG 5 - 1971

FOR FILING

7112

August 3, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS Project, Item No. 46, Project No. T-5023(2), "SW 3rd Ave.-SW 5th Ave. (Ontario) Section", which we desire to have included in the Federal-Aid TOPICS Highway Program.

The project program contains all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the project.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

This project is exempt from State and District 14 Clearinghouses' review under working agreements dated April 28, 1970 and August 11, 1970, respectively.

This project qualifies as safety improvement under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JG:bb
Enclosures

MONTHLY TRANSACTION NO. 8-3-2

FORM PR-1
(REV. 4-61)

8-3-71

FEDERAL-AI

DATE SUBMITTED TO W.O. AUG 6 1971

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 201 at SW 9th St. & SW Park Blvd. (Ontario) 21 65	**ADT**	PRESENT 14,000 | FUTURE 22,400 (66) (70)
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Pave & Traffic Signal 28 62	NATL. FOREST (63) (65) | FH ROUTE NO. (66) (68) | SUPV AGCY (69) | DA CLASSIF. (70) | DA AREA (71)		EMERG. YR. A5 (72) (73) | PL
CARD 4	CLASS OF FEDERAL FUNDS TOPICS NAME OF URBAN AREA Ontario 17-31			COUNTY NAME ROUTE NO. T P | FEDER ESTIMATED PRO

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL F
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5	10			1	**PE**	3	SR 201 at SW 9th St. & SW Park Blvd. (Ontario)	0.05	2,000	1,27
5					**ROW**		"SW 3rd Ave.-SW 5th Ave. (Ontario) Sec."			
5	30	N (42) (11)		3	**CONST** (CODE) Safety 620 V031	3		0.05	40,000	25,4
							PROJECT TOTALS	0.05	42,000 (16)	26,6 (23) (24)

CARD 1	CODE 1
1	14

PREPARED BY

PROGRAM APPROVAL DATES

AUG 5 1971

FHWA OREGON DIVISION

RECEIV
COUNTY & CITY SE
AUG 10 1971
☐ ENGR. ☑ COOR. ☐ CE
☑ UPE ☐ CE ☑ RE ☐ R

8-32 T.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

8-3-71

Blvd. (65)	ADT	PRESENT 14,000 (66)	FUTURE 22,400 (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (8)	ITEM NO. 46 (14) (18)

ROUTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A5 (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) T- (14) (23)	NUMBER 5023 (7)	SEQ. NO. (2) (13)	I. Projects Only: POST MI. (24) (26)	DESIG. (27)

COUNTY NAME: Malheur — CODE 045 (14) (16)

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. T P — FEDERAL-AID 5 (32) — STATE 455 (36) (37) — U.S. (41)

	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
th St.	0.05	2,000	1,270	365	365 (City)	P.E. all phases; grade, drain, H.T. pave., curbs, landscape and traffic signal.
SW 5th) Sec."	0.05	40,000	25,420	7,290	7,290 (City)	ROW-65' min.; Access Control-none; Park. Restrictions-none.
PROJECT TOTALS	0.05	42,000 (16) (23)	26,690 (24) (33)	7,655	7,655 (City)	

RECEIVED
COUNTY & CITY SECTION
AUG 10 1971
☐ ENGR. ☑ COOR. ☐ LE ☒ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS

Preliminary Engineering	
Field Work	$1,000
PS & E Prep.	1,000
	$2,000

-OVER-

USCOMM DUSCOMM-DC 48908-P61

SW 3RD AVE.-SW 5TH AVE. (ONTARIO) SECTION
PROJECT NO. T-5023(2)

Existing Facilities:

SW 4th Ave. (Olds Ferry-Ontario Hwy.): 64' curbed section; 4 traffic lanes.
SW 9th Street: 48' curbed section; 2 traffic lanes.
SW Park Blvd.: 40' curbed section; 2 traffic lanes.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.

2. SW 9th Street between SW 3rd Ave. and SW 4th Ave. (Olds Ferry-Ontario Hwy.: Grade, drain, high-type pave., concrete curbs to provide a 48' curbed section on new alignment to line up with SW Park Blvd. at the intersection with SW 4th Ave. Obliterate portions of existing street and provide landscaping. (Type Code 6201; est. cost $24,000)

3. Install pretimed two-phase traffic control signal on SW 4th Ave. (Olds Ferry-Ontario Hwy.) at SW Park Blvd. and interconnect with existing signals. (Type Code Y031; est. cost $16,000)

(This project covers Priorities 2 & 7 of Ontario Areawide TOPICS Plan. Priority 2 has been revised in that SW 9th Street is to be moved to line up with SW Park Blvd., whereas this was reversed in the plan.)

NOTE: The proposed intersection realignment and signal installation is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the intersection has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the intersection has experienced a high number of accidents. The proposed reconstruction of the intersection, by realignment of SW 9th St., to permit a right angle crossing of SW 4th Ave. (Olds Ferry-Ontario Hwy.) and the installation of the proposed signal will greatly facilitate the flow of traffic at the intersection reducing substantially the number of accidents occurring at this intersection.

System Action: Type II System approved by FHWA April 13, 1971.

Railroads, Airports, Water Developments, Historical & Recreational Area: None involved.

Public Hearing: Opportunity for a hearing will be offered and held if so requested as additional right-of-way is required and will be obtained by the City of Ontario.

Relocation Assistance Payments: None required as no persons are displaced.

Clearinghouse Approval: State and District 14 exempt per working agreements dated April 28, 1970 and August 11, 1970 respectively.

Access Control: None.

Parking Restrictions: None.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 40% of project is on FA Primary System
60% of project is on FA Primary Type II System.

Form E-30

REGON STATE HIGHWAY DEPARTMEN

AUTHORITY FOR SURVEY

Section 9th Street (Ontario)

Date July 14, 1971

Highway Olds Ferry-Ontario

Authorization No. 1

County Malheur Region 5

Survey Prefix 23 - 0602 (Assigned by Salem office)

Description of termini, route, length, etc.:

On S. W. 9th Street between S. W. 3rd Avenue and S. W. 5th Avenue at the intersection of S. W. 9th and S. W. 4th.

Topics

Purpose of survey: Prepare project map and estimate of cost for street realignment to line up with S. W. Park Blvd.

T-5023 (2)

Estimate of cost:	Survey (901)	$1,200	Utility (914)	$ 150
	Final Design (905)	450	Specifications (921)	150
	Right of Way (909)	150	Hearings (980)	500
	Traffic (911)	500		

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 3,100
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

P. L. Carstensen

Field Engineer

Recommended for Approval:

Division Engineer

Recommended for Approval:

Hall

Design ~~Construction~~ Engineer

Approved:

Ass't State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.

P. E. APPR. 8- 71 Fir [illegible] only

FED. - AID 1 STATE BEN GIFFORD

Salem, Oregon
July 6, 1971

Mr. L. H. Young
Program & Planning Engineer
BUILDING

TOPICS Project Programming
Ontario & Oregon City

Attn: Mr. R. N. Chase

Attached is programming information for TOPICS projects in Ontario and Oregon City. These projects were approved by the Highway Commission on June 22, 1971.

Programming information for the remainder of the TOPICS projects approved on June 22, 1971, will be forwarded to you as data for them becomes available.

RICHARD BLADORN
Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
Attachment

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 6, 1971

CITY: Ontario

SECTION: S.W. 3rd Ave.-S.W. 5th Ave.
S.W. 9th St. & S.W. Park Blvd.

PROPOSED WORK: Signals, grading, and paving

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	$40,000	$24,000	$ 8,000	$ 8,000	
P.E.	2,000	1,200	400	400	
		FIELD 1,000		P.S.& E. Preparation	1,000

EXISTING FACILITIES:

S.W. 4th Ave. - 64' curb to curb - 4 lane
S.W. 9th St. - 48' curb to curb - 2 lane
S.W. Park Blvd. - 40' curb to curb - 2 lane

[redacted]

PROJECT DATA:

Reconstruct S.W. 9th Street to line up with S.W. Park Blvd. Install pretimed two phase traffic control signal on S.W. 4th Avenue at S.W. Park Blvd. and interconnect with existing signals.

Obliterate portions of existing street and provide landscaping.

(This project covers Priorities 2 & 7 of Ontario Areawide TOPICS Plan. Priority 2 has been revised in that S.W. 9th Street is to be moved to line up with S.W. Park Blvd., whereas this was reversed in the plan.)

PROJECT NO.: T-5023( )
ADDITIONAL RIGHT OF WAY: Yes
SYSTEM ACTION: Type II System approved by FHWA April 13, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None required
ROUTE DATA: FAP 5 (S.W. 4th Ave.)
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 14 CLEARINGHOUSE APPROVAL: Exempted August 11, 1970
HEARING: Required
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: 14,000

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

10/19/70
RB:lat

Salem, Oregon
June 22, 1971

Approved TOPICS Projects
(1) 4th St-Estes Ave, (Baker) Section
(2) Oak St-Willow St (La Grande) Section
✓(3) S.W. 3rd Ave-S.W. 5th Ave
(Ontario) Section
(4) S.W. Frazer Ave-S.W. Goodwin Ave
(Pendleton) Section

H. S. Coulter
Region 5 Engineer
LA GRANDE

Herewith are summaries of TOPICS projects in Baker, La Grande, Ontario, and Pendleton which were approved by the Highway Commission on June 22, 1971.

Please initiate an "Authority for Survey" for each of these projects.

RICHARD BLADORN

Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:lat
Att.

cc:	F. L. Hall (2)	(w/att.)
	F. B. Crandall	"
	I. D. Merchant	"
	D. H. Moehring	"
	F. D. Morgan	"
	V. A. Boyd	"
	B. L. Gifford	"
	John Hanks	"
	T. W. Litchfield	"
	R. A. Nichols (FHWA)	"

6-23-71

Scott:
This project will not require survey as the Railroad will do all work. City will negotiate agreement with R.R. State-City agree. will follow.

☐ ☑ ☑ A ☑
☑ ☑ B ☐ ☐

June 22, 1971

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

Dear Mr. Gaschler:

The State Highway Commission today approved your request for a TOPICS project on S.W. 4th Avenue. Attached for your information is a summary of this project.

As soon as programing with the Federal Highway Administration is completed, we will prepare and forward to you an agreement to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

bc: F. B. Crandall
H. S. Coulter

CITY OF ONTARIO
PROPOSED TOPICS PROJECT

S.W. 3rd Avenue-S.W. 5th Avenue (Ontario) Section of S.W. 9th Street and S.W. Park Blvd. (FAP Type II). Street realignment and traffic signal, $42,000.

Reconstruct S.W. 9th Street to line up with S.W. Park Blvd. Install pretimed two phase traffic control signal on S.W. 4th Avenue at S.W. Park Blvd. and interconnect with existing signals.

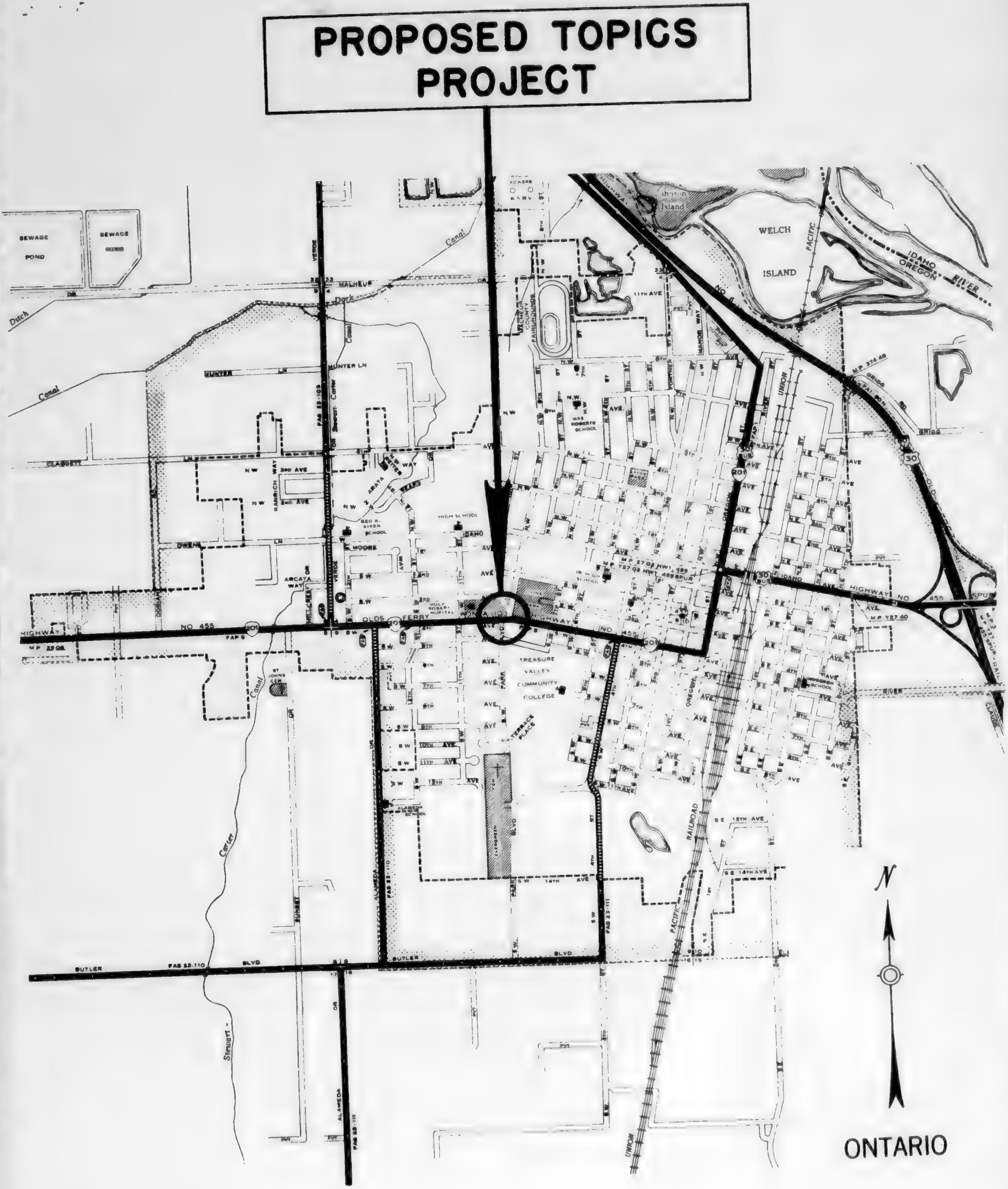
Obliterate portions of existing street and provide landscaping.

(This project covers Priorities 2 & 7 of Ontario Areawide TOPICS Plan. Priority 2 has been revised in that S.W. 9th Street is to be moved to line up with S.W. Park Blvd., whereas this was reversed in the plan.)

Additional right-of-way will be required.

A public hearing will be required.

71-d
5/28/71


PROPOSED TOPICS PROJECT
SEWAGE POND
SEWAGE
MALHEUR
Ditch
Canal
HUNTER LN
CLAGGETT
NW 3RD AVE
NW 2ND AVE
ARATA WAY
ARCATA WAY
OWEN
MOORE
HIGH SCHOOL
IDAHO
HOLY ROSARY HOSPITAL
OLDS FERRY
HIGHWAY NO 455
TREASURE VALLEY COMMUNITY COLLEGE
TERRACE PLACE
EVERGREEN BLVD
ALAMEDA SCHOOL
ALAMEDA
BUTLER BLVD
Stewart - Center Canal
ST JOHNS CEM
COUNTY FAIRGROUNDS
MAE ROBERTS SCHOOL
WELCH ISLAND
Johnson Island
IDAHO OREGON RIVER
PACIFIC
UNION
RAILROAD
OREGON
HIGHWAY NO 455
SPUR
OLD HWY 30
ONTARIO

June ~~2~~ 14, 1971

Mr. Albert Gaschler
City Manager
City Hall
Ontario, Oregon 97914

Dear Mr. Gaschler:

The request submitted by the City of Ontario for a TOPICS project on S.W. 4th Avenue @ S.W. 9th Street will be submitted to the Highway Commission for approval at the June 22, 1971 meeting. The estimated cost of this project is $42,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

RECEIVED
COUNTY & CITY SECTION
JUN 14 - 1971
☐ ENGR. ☑ COOR. ☑ GE ☑ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☒ RPE ☐

ONTARIO

GRADE & PAVE — $24,000
TRAFFIC SIGNAL — 16,000
TOTAL $40,000
P.E. (5%) 2,000
42,000

TOPICS FUNDS

1970 = $19,000
1971 = 19,000
$38,000
- 5,000 TOPICS STUDY
$33,000 NON AVAIL.
9,000 72 ANTIC FUNDS
$42,000

5-7-71 MET with Dick [illegible] & Dick ARENZ
They Related following:
(1.) Striping & Signing must be adequate.
(2.) Necode [illegible] must be more complete & include items on Replacement of existing Landscaping & trees.
(3.) WELL Replacement MAY BE considered a const. item.

TOPS

CITY OF
WASH
IDAHO
OREGON
NEV
Ontario.... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Corespondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

April 28, 1971

Mr. H. S. Cox
County - City Engineer
Oregon State Highway Building
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

The following is a negative declaration for S. W. 4th Avenue intersection at S. W. 9th Street and Park Boulevard.

1. The project will eliminate the offset between S. W. 9th Street and Park Boulevard at S. W. 4th Avenue. After the realignment is completed a traffic signal will be placed at the intersection.
2. The new street will cut through existing landscaped area below Holy Rosary Hospital. There will be no displacement of people or property. In general there will be no negative effects upon the present area.
3. The improvements as proposed will eliminate a traffic hazard at S. W. 4th Avenue and Park Boulevard and in no way adversely affect the area.

Very truly yours,

Albert Gaschler

Albert Gaschler
City Manager

AG:rmg

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible]
☑ UPE ☐ [illegible] ☐ RE ☐ DPE ☐

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
[illegible] 1971
☐ ENGR. ☐ [illegible] ☐ CE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date April 27, 1971

Name of City Ontario

Major Street Name S. W. 9th Street at S. W. 4th Avenue

Section Name Olds Ferry - Ontario Hiway

Location of Project (Attach sketch map) Length

On Which System? Primary I ______ Primary II x or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? yes Date PLAN approved: 3-15-71; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? ______ (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? yes

Explain Intersection of S. W. 4th Avenue is State Highway Olds Ferry-Ontario Highway and S. W. 9th Street is Federal aid primary No. II

General description of proposed project: Project priority No. 2 TOPICS Program for Ontario, Oregon and Project Priority #7

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Intersection of Park Boulevard and S. W. 9th Street with S. W. 4th Avenue

2. Type: a. Traffic Control ______
   1. Pretimed Two phase fixed time with interconnect
   2. Traffic-actuated (See Priority #7)
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T-1-69
(rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
   a. Two ______
   b. Three ______
   c. Multiple ______

4. Is interconnection for coordination necessary? ______ Remarks: ______

If so, by cable or leased telephone line? ______

5. Type of Suspension:
   a. Mast Arm X
   b. Span Wire ______
   c. Signal Bridge ______

6. Paint Color Desired: Standard

7. Present Signalization: none

8. Other Remarks: none

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: None

2. Type: a. Mercury Vapor ______
   b. Fluorescent ______
   c. High-pressure Sodium ______
   d. Incandescent ______

3. Luminaire Distribution Type and Classification:
   a. I ______
   b. II ______
   c. III ______
   d. IV ______
   e. V ______

Footnotes:

4. Luminaire Wattage:
   a. 175 ______
   b. 250 ______
   c. 400 ______
   d. 700 ______
   e. 1000 ______

5. Luminaire Spacing: ____________________

6. Maintained Intensity: ____________________

7. Uniformity Ratio: ____________________

8. Proposed Mounting Height:
   a. 30 ft. ______
   b. 40 ft. ______
   c. 45 ft. ______
   d. 50 ft. ______

9. Pole Type: a. Wood ______
   b. Steel ______
   c. Aluminum ______

10. Operating Voltage: a. 120 ______
   b. 240 ______
   c. 480 ______
   d. Series ______

11. Type of Wiring: a. Overhead ______
   b. Underground ______

12. Present Illumination: ______________________________________
____
____

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: ____________________

2. Desired Work: ____________________

3. Typical Cross Section: ____________________

4. Curbs? yes If so,
    a. Type Desired: (Standard, monolithic, rolled, or special) ____________
    b. Exposure ____________ inches
    c. Width between curbs ____________ ft.
    d. Desired curb radius 20 min. ft.

5. Surfacing: A.C. × P.C.C. ______ Oil ______ Other ______

6. Present Typical Cross Section and Surfacing: See attached sheet of typical section

7. Traffic Control Signing:
    a. By City at City Expense? ________
    b. By State at City Expense? ×
    (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
    a. By City at City Expense? ________
    b. By State at City Expense? ×
    (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
    a. Length ______ ft.
    b. Width ______ ft.
    c. Type ______
    d. Location: ____________________

Footnotes:

IV. STRUCTURE DATA:

1. Location: ______________________________
____
____

2. Desired Work: ______________________________
____
____

3. Name of Structure: ______________________________

4. Name of Stream, Street or Facility being Spanned: ______________

5. Desired Roadway Width of Structure: ____________ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? ______ Width? _____ft. Location ________
____

7. Is a particular type of structure and design desired? ___________
Explain: ______________________________
____
____

8. Can street be closed during construction? ________________

9. Detour:
   a. Required? ______
   b. By City? ______
   c. By Contractor? ______

10. Approaches or Connections:
   a. By City? ______
   b. By Contractor? ______
   c. Traveled surface: Type ________ Width ________ ft.
   d. Shoulders: Type ________ Width ________ ft.

11. Existing Structure:
   a. Remain in Place? ______
   b. Use for Detour? ______
   c. Removed by City? ______
   d. Removed by Contractor? ______
   e. Salvaged by Contractor for City? ________

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

12. Is riprap or rock blanket required? ____________________
    a. By City? _______
    b. By Contractor? _______

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _______ Size: __________
       Owner: ____________________
    b. Sanitary Sewer Mains: _______ Size: __________
       Owner: ____________________
    c. Storm Sewer: _______ Size: __________
       Owner: ____________________
    d. Gas Mains: _______ Size: __________
       Owner: ____________________
    e. Power Lines: _______
       Owner: ____________________
    f. Telephone Lines: _______
       Owner: ____________________
    g. Other Utilities: ____________________

14. Does City wish provisions made for future utility attachment to structure? _______ Explain: ____________________

15. Does City wish lightpost bases and conduit installed? __________

16. Are there any unusual or complicating conditions? __________
    Explain: ____________________

17. Describe Existing Structure: ____________________

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? ------ ft.
   a. Maximum: 80 ft.
   b. Minimum: 65 ft.

2. Will additional right-of-way be needed? yes Explain:
   See attached diagram

3. Shall State prepare right-of-way descriptions? ~~done~~ No.

4. Is a public hearing necessary? yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? no
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? no
   Explain:

7. Are there any utilities on private property by easements or other arrangements? no List owner, type, and location:

8. Are utilities on existing right-of-way by? Permit ______ or Franchise ______ (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? yes Name of Owner City of Ontario & Holy Rosary Hospital, and dates between which water can be turned off:
   From beginning of project To end of project Location:
   Between S. W. 4th Avenue and S. W. 3rd Avenue on S. W. 9th Street

10. Are there any railroad crossings? no Location:

Footnotes:

a. Name of Railroad ____________
b. Number of tracks: Mainline ____ Siding ____ Total ____
c. Sight Distance (1.) (Direction) ________ Distance ______ft.
(2.) (Direction) ________ Distance ______ft.
d. Number of Trains: (1) Passenger ________ Speed ______mph
(2) Freight ________ Speed ______mph
e. Angle of Intersection: ____________
f. Type of Existing Crossing: (1.) Grade ________
(2.) Overcrossing ________
(3.) Undercrossing ________
g. Existing Protection: (1.) Advance warning signs ________
(2.) Automatic flasher ________
(3.) Automatic bell ________
(4.) Gates ________
(5.) Stop signs ________
(6.) Crossbucks ________
(7.) Other ________
h. Proposed Type Crossing and Protection: ________
i. Are there to be stopping lanes for buses and trucks? no
j. Will crossing be altered to the extent that will require a P.U.C. hearing? no
(1.) Does City wish State to prepare P.U.C. hearing data? ______
(2.) Will P.U.C. application be made by? State ______ City ______
(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: None

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ ~~44,000.00~~ (39,000)
(Federal + State + City)
2. Estimated Cost of Requested Project $ 44,000.00
3. Date Match Money is Available: 7-1-71
4. Will there be any 100% City money? no
(Non-participation items)
5. Maximum Amount of 100% City Money: $ ---------

Footnotes:

VII. GENERAL INFORMATION

1. **Areawide TOPICS Plan Status:** Adopted by City and County on March 15, 1971 (FHWA approval April 13, 1971)

2. **Existing Conditions Necessitating This Proposed TOPICS Project:** Offset of S. W. Park Boulevard and S. W. 9th Street at S. W. 4th Avenue

3. **This Project Would Accomplish the Following:** Improve traffic flow across S. W. 4th Avenue.

This application is not complete unless a sketch map showing the location of the project is attached.

The Ontario City Council on the 19th day of April, 19 71, adopted Resolution No. by motion or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By Albert Doschler
City Manager

By ________________

[illegible] 8 72

Subject [illegible] of Ontario [illegible] Projects
[illegible] (Ontario) Section
Projects T-5023(2) [illegible] Engineering
FHU [illegible] (3) Construction

The City of Ontario, as of [illegible], has a balance of $31,573 in [illegible] [illegible] funds [illegible] in financing the subject [illegible] projects. The State [illegible] required for these projects [illegible] is $33,136 which is $1,563 more than the [illegible] available for the City now. The City desires to utilize the full pro rata of [illegible] with the hope that [illegible] will be [illegible] for this use prior to completion of the [illegible] project. To submit a project agreement on FHU T-[illegible](3) [illegible] remaining federal funds [illegible] at this time would constitute a token [illegible] for the project which [illegible]

[illegible] project [illegible] T-5023(2) [illegible] submitted for [illegible] however the [illegible] to be used for the accounting [illegible] will be [illegible] which is the balance of [illegible] city [illegible] additional [illegible] available to the city the [illegible] project agreement will be [illegible] in the [illegible] otherwise the project will be [illegible] to the City at that time.

[illegible]

ENGR. ☑ COOR. ☑ GE ☒ AE ☒ UE
UPE ☑ CE ☒ RE ☒ RPE ☐

MEMO TO FILES

3/11/71

Re: CITY OF ONTARIO
TOPICS

Mr. Albert Gaschler (Acting City Manager of Ontario) came into the office to discuss a proposed TOPICS project. He referred to priorities 2 & 7 of the Study, the intersection realignment and traffic signal at S.W. 4th & Park Street. The proposal in the Study would be changed in that N.W. 9th Street would be moved to line up with S.W. Park. The reason for this being that the City would have to buy right-of-way to realign S.W. Park, whereas the Holy Rosary Hospital would donate the right-of-way necessary to realign N.W. 9th Street.

He wanted to know how soon construction could be started and was less than enthusiastic when I informed him there was little chance of it making this year's construction season. (Estimated October 28, too late for paving.)

He stated that the City Council would meet next Monday at which time he will request that the Study and this project be approved.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Crandall
L. H. Young
H. S. Coulter

EHS-T-5023(3) SAFETY

T

January 20, 1972
(date)

RECEIVED
JAN 3 1 1972
PROGRAM & PLANNING
DIVISION

Mr. Al Gaschler
City Manager
City Hall
Ontario, Oregon 97914

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

TOPICS

Highway SW 9th Street

Section SW 3rd Avenue-SW 4th Avenue: Grade, Pave & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION

January 25, 1972
(date)

By
Mayor

By
City Recorder ~~Commissioner~~

By
~~Commissioner~~

cc: L. H. Young
Attn: Duane Ridings

NOTED
R N CHASE

☑ ENGR. ☑ COOR. ☒ OE ☒ AE ☑ UE
☑ UPE ☐ CE ☑ RE ☑ NPE ☐

TOPS

November 13, 1970

Mr. C. Lloyd Castner
City Manager
City Hall
Ontario, Oregon 97914

Dear Lloyd,

You recently inquired as to the eligibility of constructing a segment of S.W. Park Blvd. in the vicinity of Treasure Valley Community College, under the Federal Aid TOPICS Program. This particular project is included in the listing of eligible TOPICS projects in the pending Ontario Areawide TOPICS Plan which has received tentative approval.

This project is considered to be an eligible TOPICS item in that it will provide route continuity through the construction of a short segment. As you are aware, right of way is not a participating TOPICS item and acquisition would be a local responsibility.

We are hopeful that the final Ontario Areawide TOPICS Plan will be published and approved by the Federal Highway Administration within the next month.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Unrein
Richard Unrein
Urban Engineer

RU:ljt

bc: F. B. Klaboe
F. B. Crandall
H. S. Coulter

FORM E-30 (12-67)

6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1970

SUBJECT: TOPICS Project
N. W. 9th Street Intersection
Olds Ferry-Ontario Highway
Malheur County

To: Mr. H. S. Coulter
Division Engineer
Post Office Box 850
LaGrande, Oregon

Enclosed is a copy of a letter and city map from Bud George in regard to a possible TOPICS project in Ontario. At this time they want only a reconnaissance-type estimate of construction costs of the two alternates for programming purposes. Apparently there is some question of right of way being made available by some local maneuvering so at this time a right of way estimate is not needed.

The enclosed sketches were made up from a 1947 hard copy and would appear to approximate the two alternates; however, a field review should be made.

D. J. Barbee
Design Engineer

By
adOlson
A. D. Olson
Preliminary Design Engineer

NOTED
HAROLD
REYNOLDSON

ADO:jp
Attach

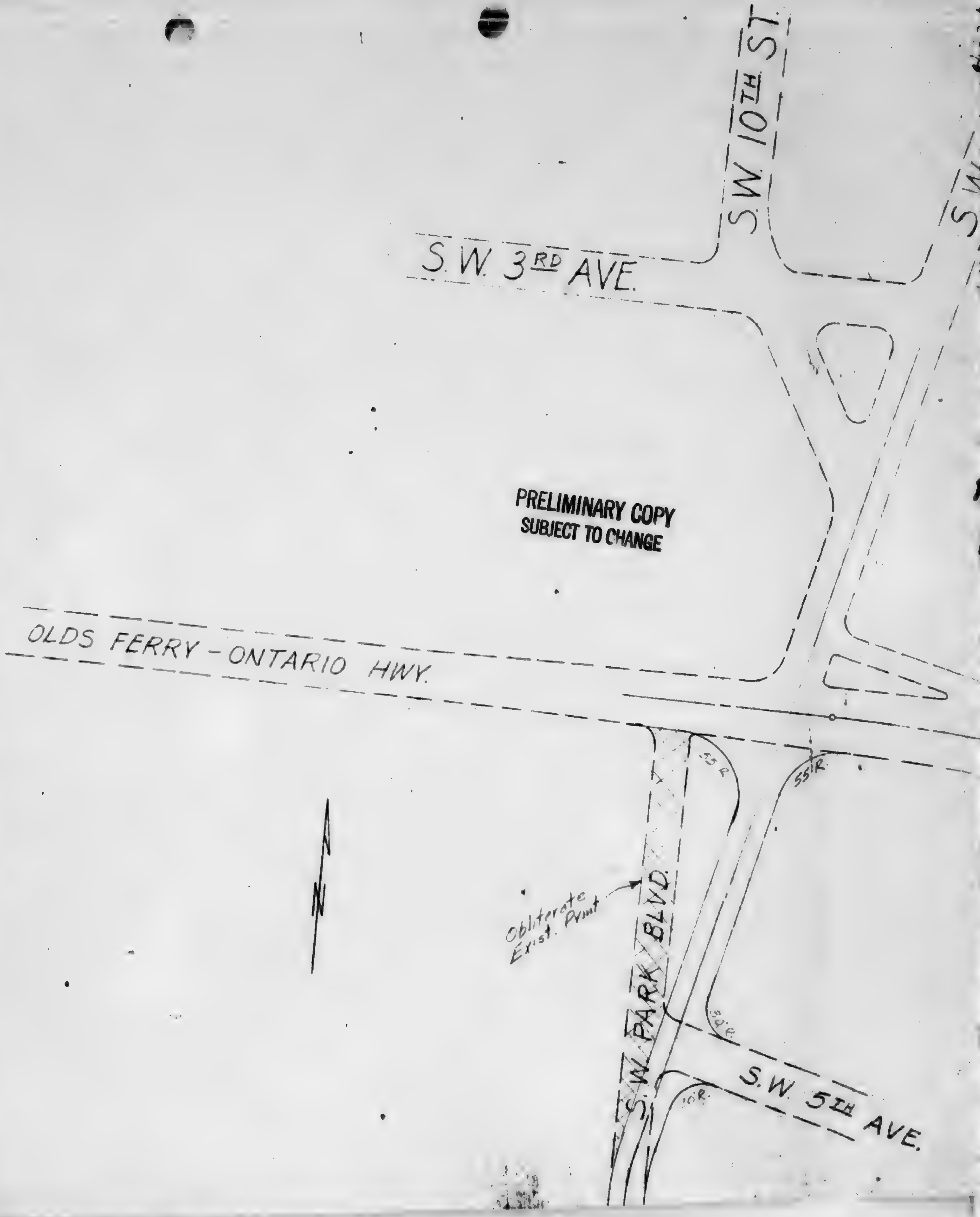
cc: L. E. George
Richard Unrein /

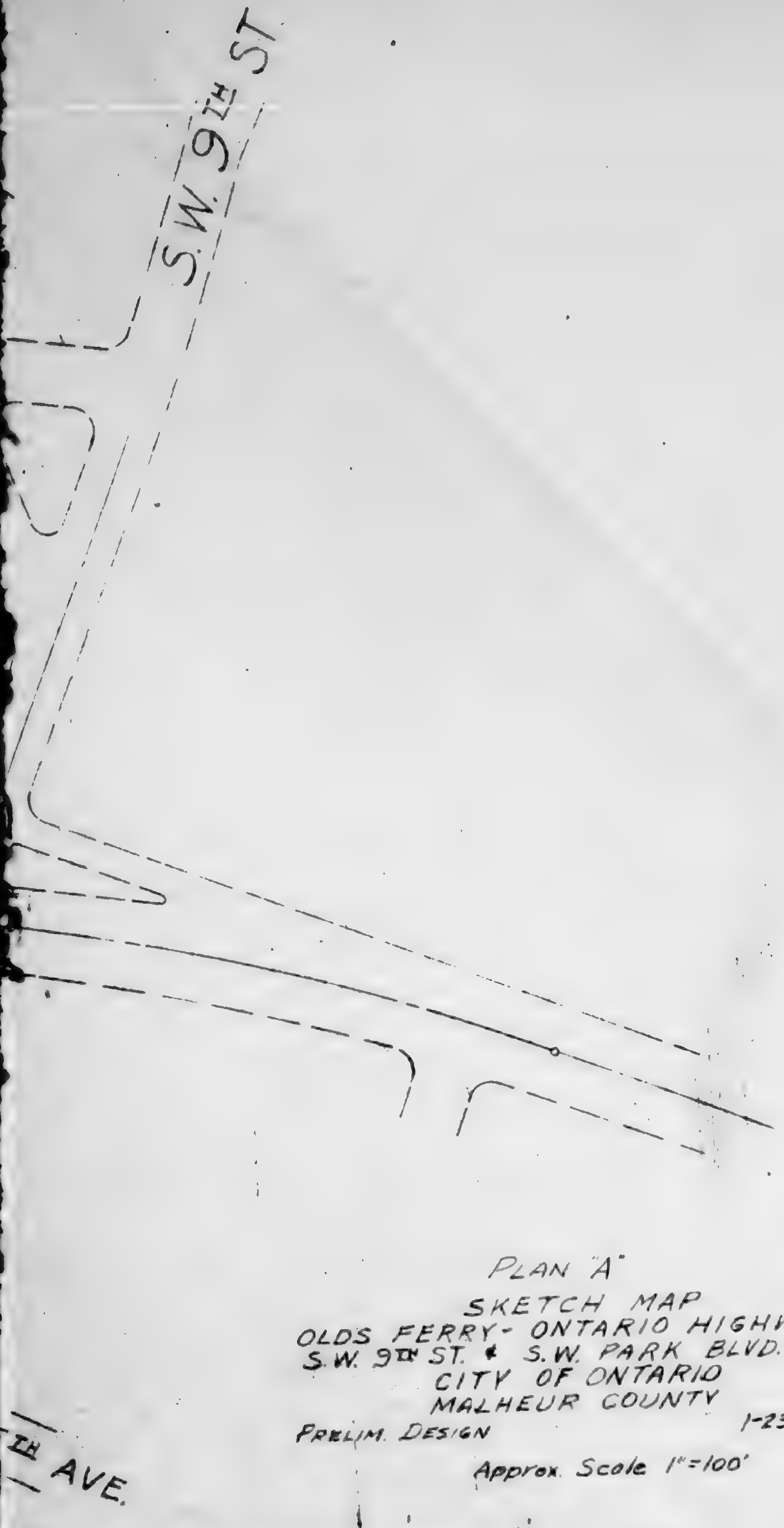
RECEIVED
JAN 29 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

PRELIMINARY COPY
SUBJECT TO CHANGE

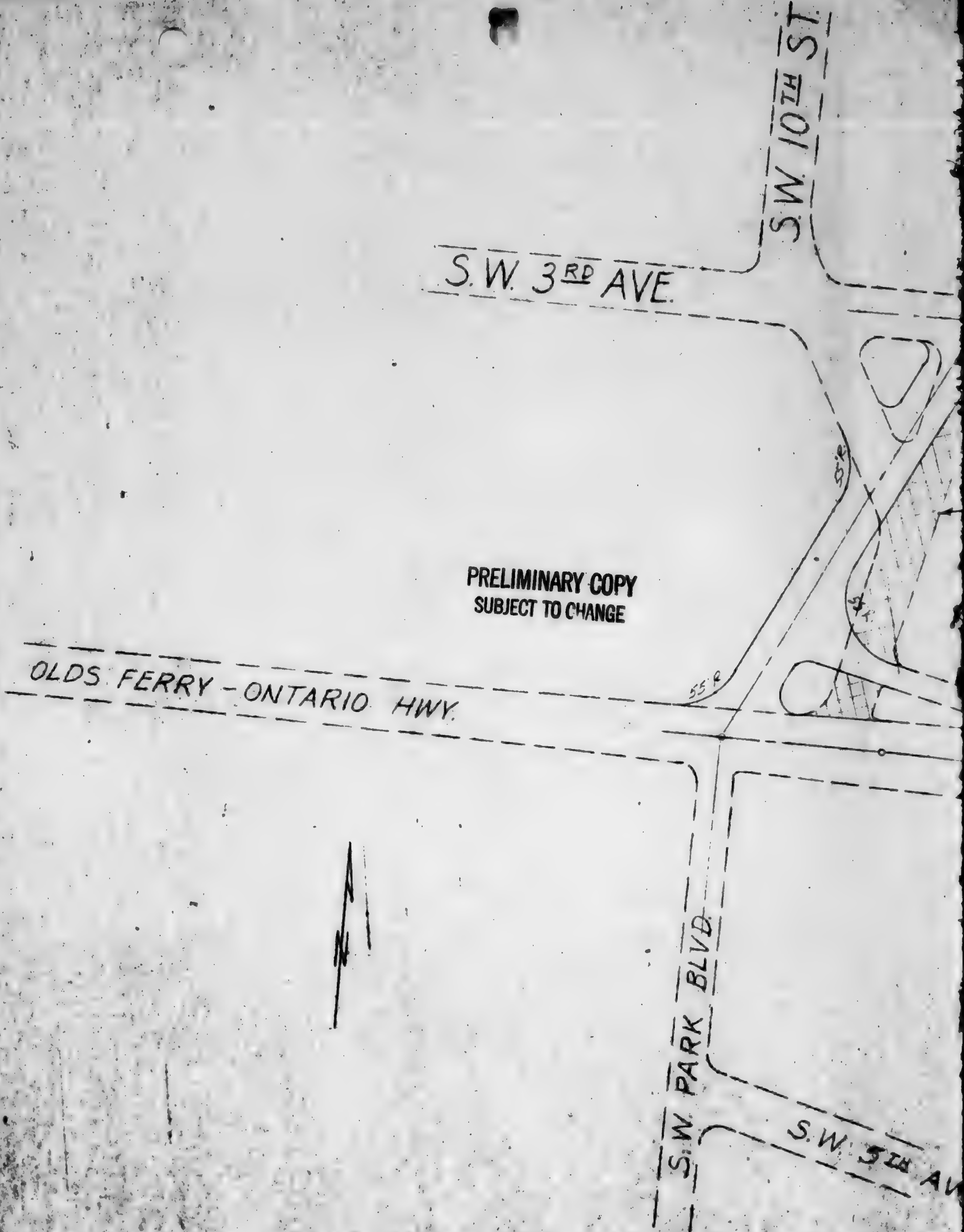




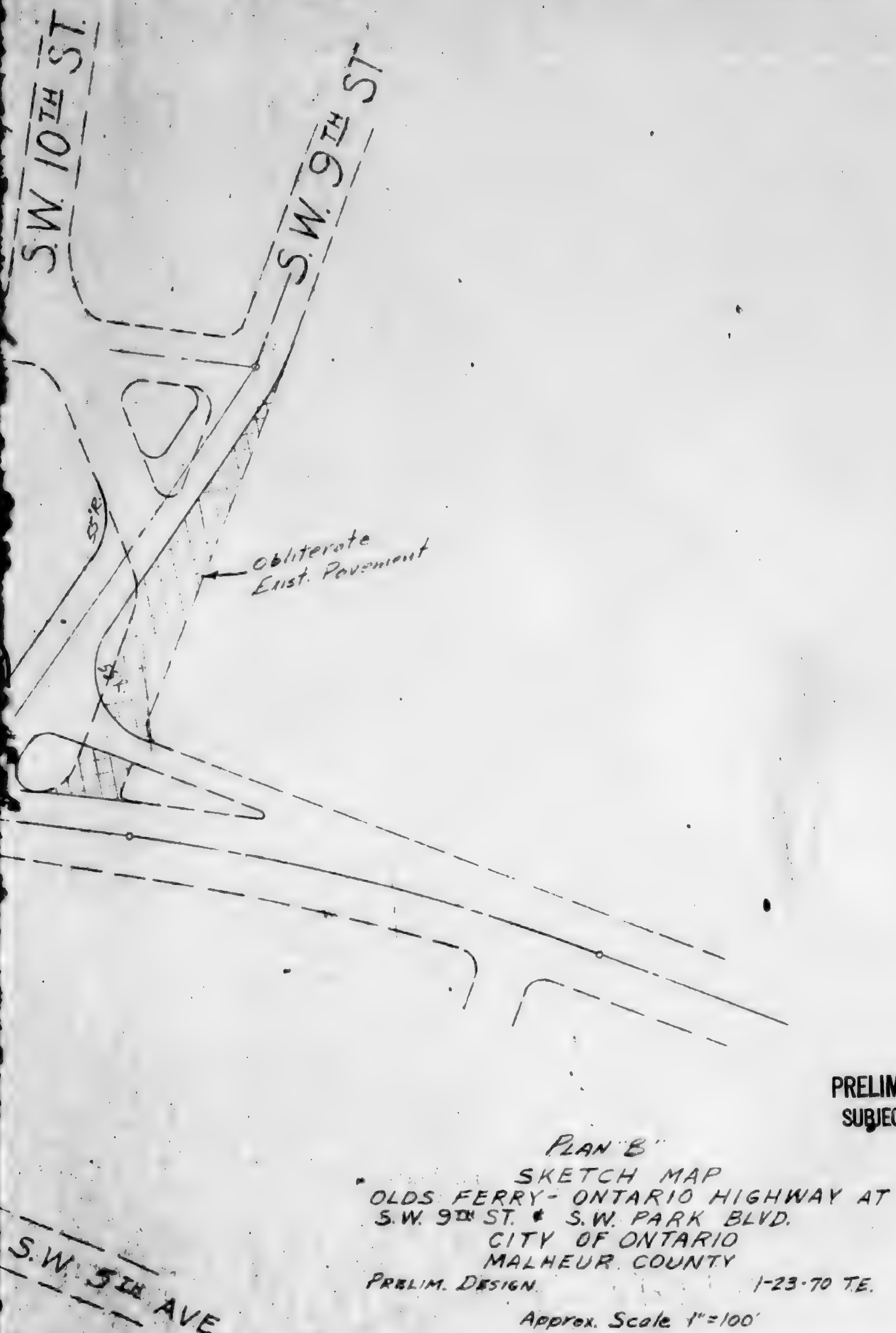
PRELIMINARY COPY
SUBJECT TO CHANGE

PLAN "A"
SKETCH MAP
OLDS FERRY - ONTARIO HIGHWAY AT
S.W. 9TH ST. & S.W. PARK BLVD.
CITY OF ONTARIO
MALHEUR COUNTY
PRELIM. DESIGN 1-23-70 T.E.

Approx. Scale 1"=100'



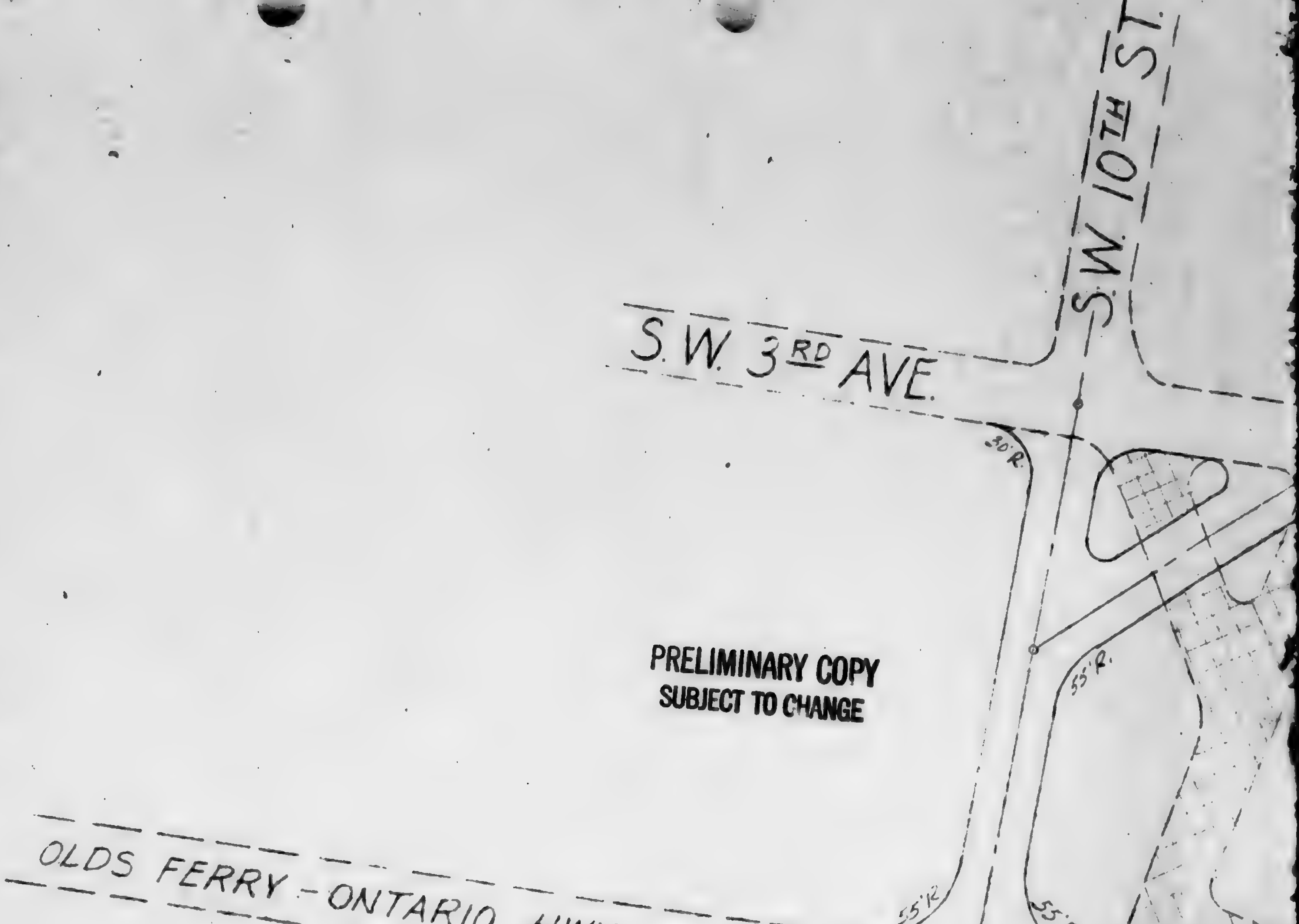
PRELIMINARY COPY
SUBJECT TO CHANGE



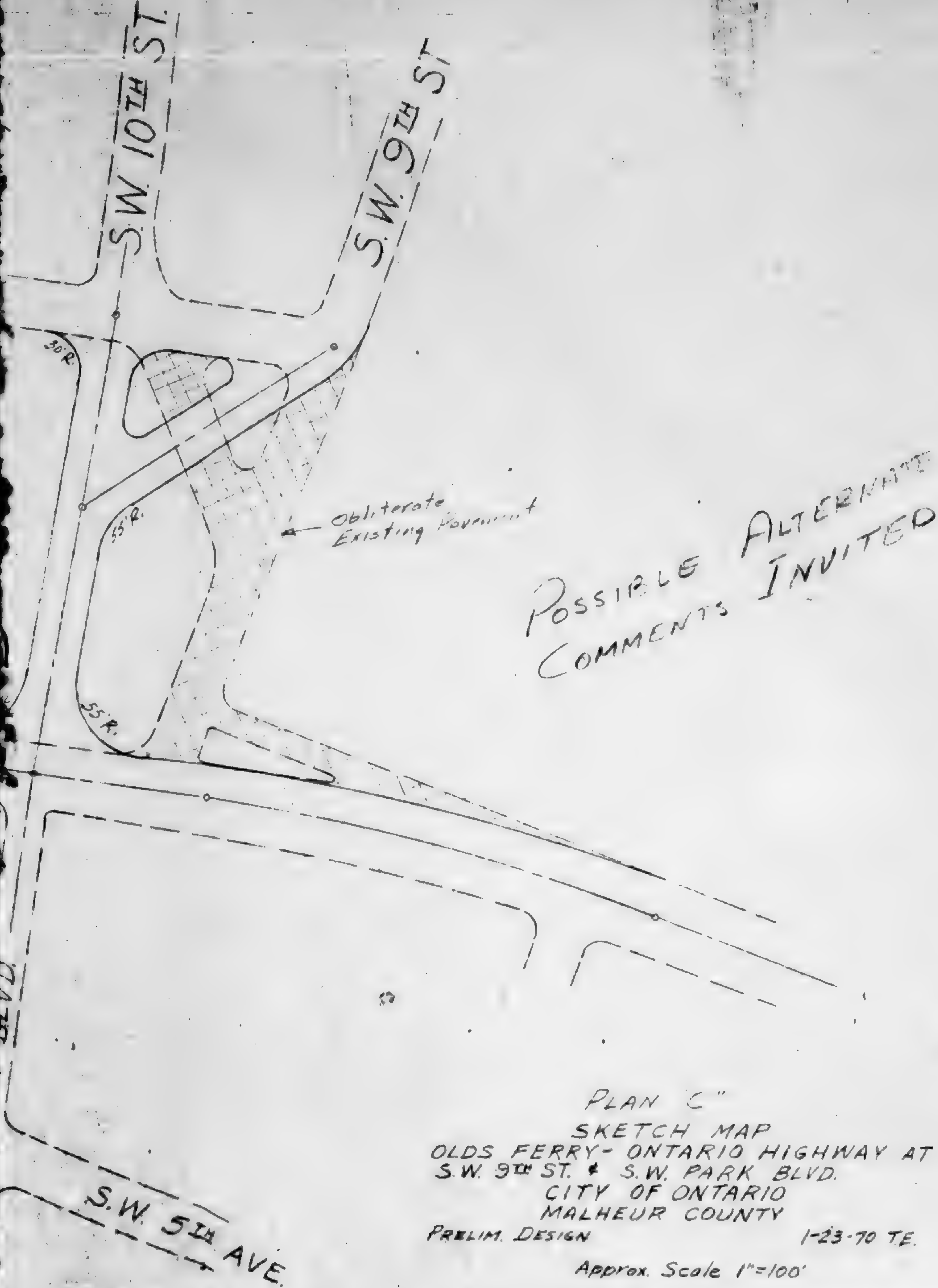
PRELIMINARY COPY
SUBJECT TO CHANGE

PLAN "B"
SKETCH MAP
"OLDS FERRY - ONTARIO HIGHWAY AT
S.W. 9TH ST. & S.W. PARK BLVD.
CITY OF ONTARIO
MALHEUR COUNTY
PRELIM. DESIGN. 1-23-70 T.E.

Approx. Scale 1" = 100'



PRELIMINARY COPY
SUBJECT TO CHANGE



POSSIBLE ALTERNATE
COMMENTS INVITED

PLAN "C"
SKETCH MAP
OLDS FERRY - ONTARIO HIGHWAY AT
S.W. 9TH ST. & S.W. PARK BLVD.
CITY OF ONTARIO
MALHEUR COUNTY
PRELIM. DESIGN 1-23-70 T.E.

Approx. Scale 1"=100'

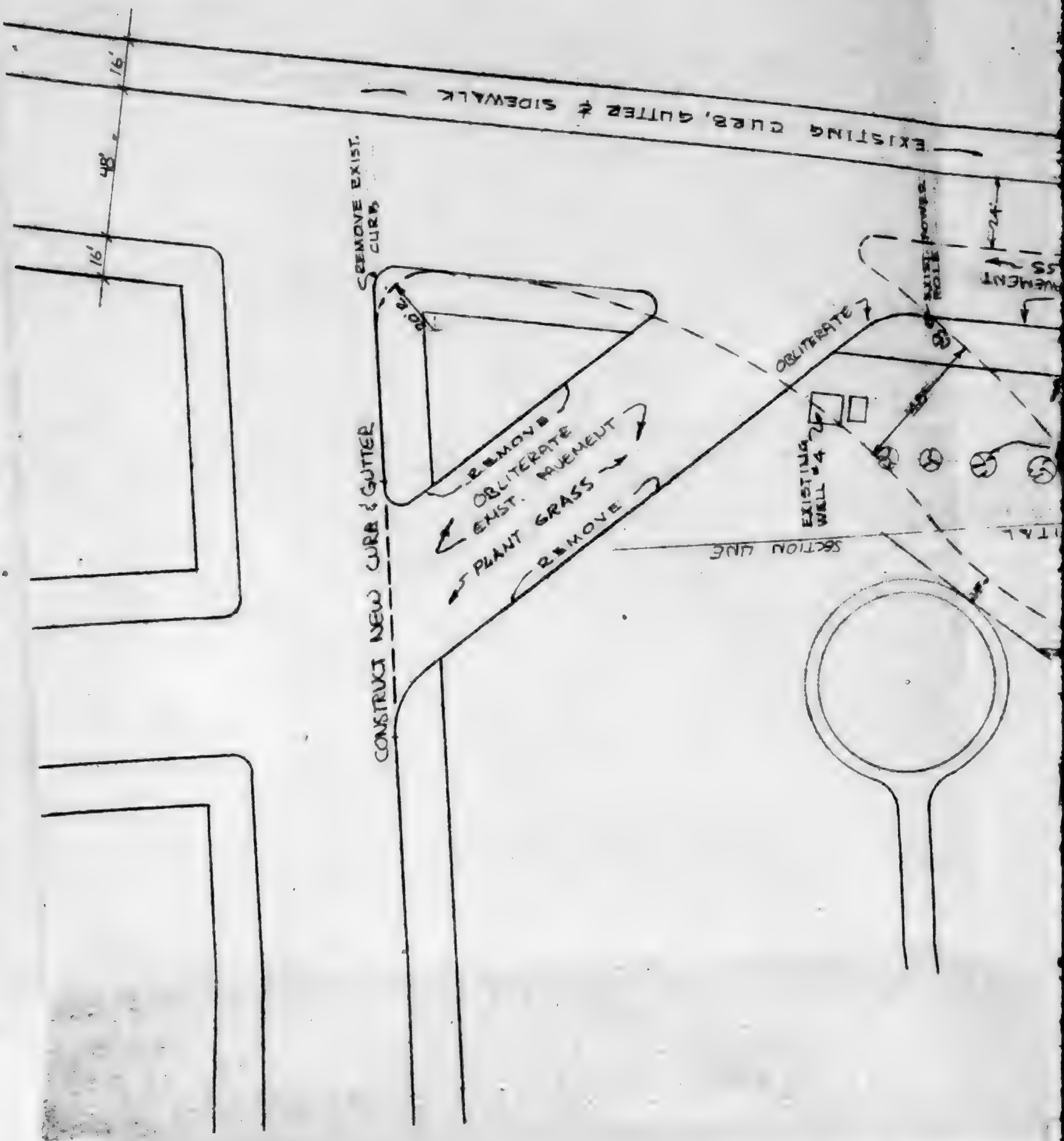
PRELIMINARY COPY
SUBJECT TO CHANGE

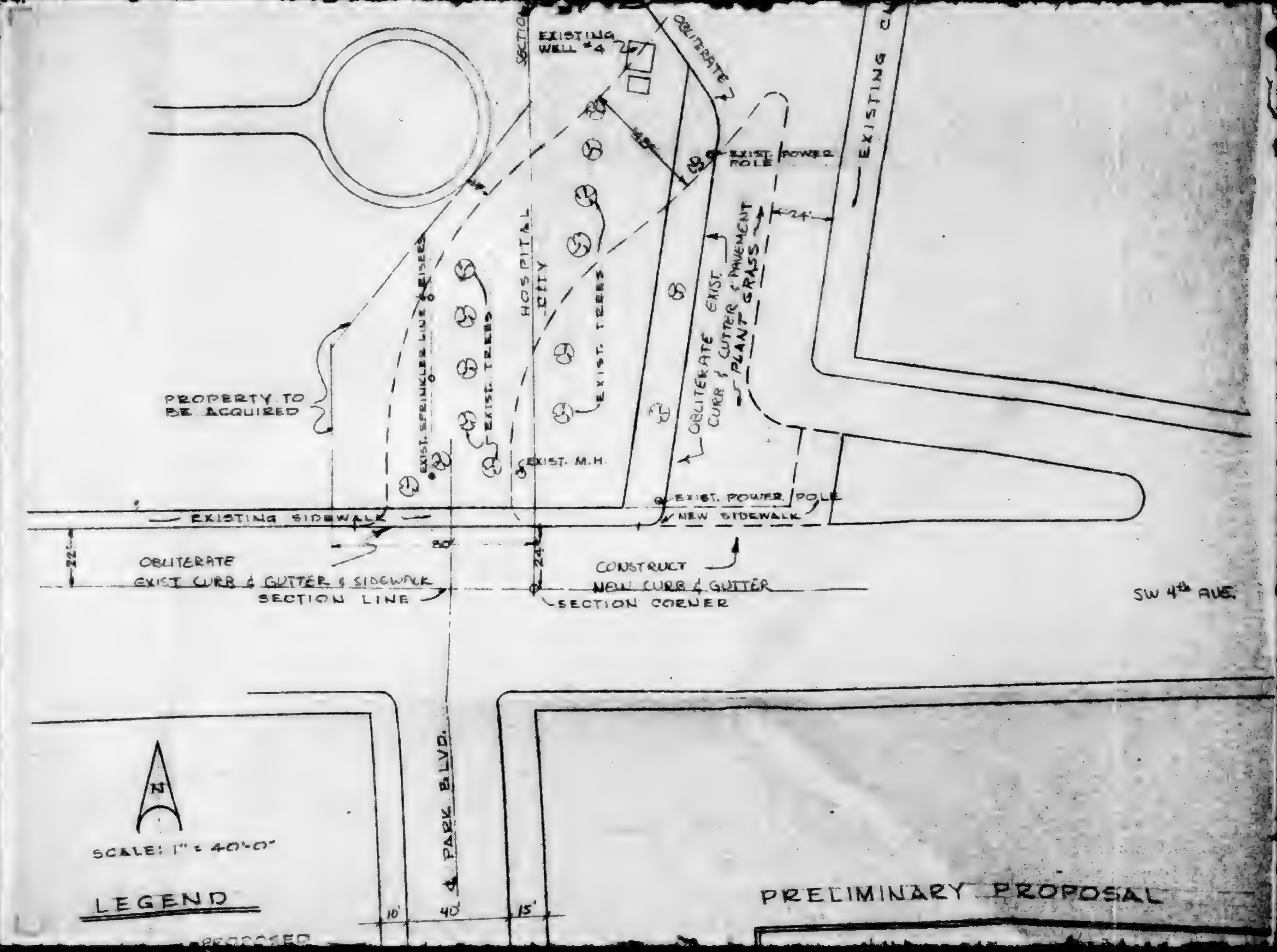
NOTE:
OUR ESTIMATE OF IMPROVEMENTS.
TRAFFIC SIGNAL NOT INCLUDED.
TRAFFIC SIGNAL ESTIMATE TO
BE MADE BY STATE.

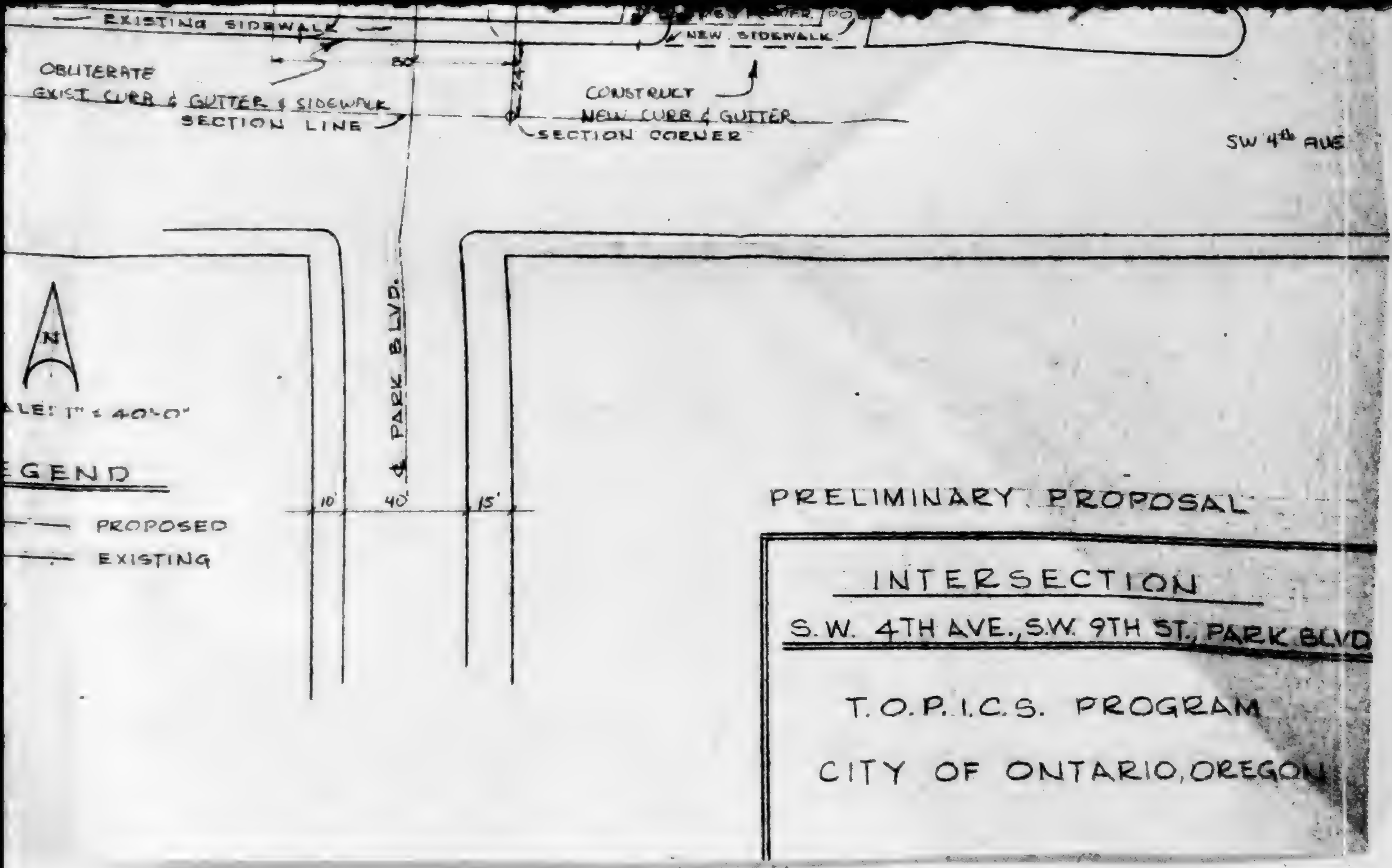
INTERSECTION
4TH, 9TH, PARK
PRELIMINARY ESTIMATE
3/9/71 (SCALED DIMENSIONS)

ok ✓	REMOVE EXISTING CURB & GUTTER	644 L.F.	1.00	644.0
	REMOVE EXISTING PAVEMENT & ROAD BASE	1,533 S.Y.	1.00 Sq yd. 1.00/S.Y. or 0.75 /S.Y.	$1533 1,150.0
6	CONSTRUCT NEW CURB & GUTTER	940 L.F.	3.90 2.50	3,666.0 ~~2,350.0~~
? 4.75	FILL EXCAVATIONS, LAND SCAPE, PLANT GRASS	1,255 S.Y.	3.00	3,765.00
ok ✓	CONSTRUCT SIDEWALK	110 L.F.	2.95	324.00
ok	RELOCATE IRRIGATION WELL & BUILDING - PROVIDE IRRIGATION LINE TO NEW ISLAND.	L.S.		3,000.00
	RELOCATE EXISTING SIGNS & PROVIDE NEW SIGNS.	L.S.		500.00 300.00
	GRAVEL BASE 10" DEEP 12" compacted	487 C.Y. 406 C.Y.	3.00 2.00	1461.00 812.00
ok	ASPHALTIC CONCRETE PAVEMENT 4"	260 L.F.	8.00	2,080.00
				16,973.00 14,485.00
	+ 40%			6,789
	+ 15% for ENG & CONT			$23,762 16,588.00

RECEIVED


EXISTING CURB, GUTTER & SIDEWALK
16'
48'
16'
REMOVE EXIST. CURB
2.0'
REMOVE
OBLITERATE EXIST. PAVEMENT
PLANT GRASS
REMOVE
CONSTRUCT NEW CURB & GUTTER
OBLITERATE
EXIST. POWER POLE
24'
48'
EXISTING WELL #4
SECTION LINE


EXISTING WELL #4
SECTION
OBLITERATE
EXISTING C
EXIST. POWER POLE
24'
45'
HOSPITAL
CITY
EXIST. TREES
EXIST. SPRINKLER LINE & RISERS
EXIST. TREES
OBLITERATE EXIST. CURB & GUTTER & PAVEMENT
PLANT GRASS
PROPERTY TO BE ACQUIRED
EXIST. M.H.
EXIST. POWER POLE
EXISTING SIDEWALK
NEW SIDEWALK
22'
80'
24'
OBLITERATE
EXIST CURB & GUTTER & SIDEWALK
SECTION LINE
CONSTRUCT
NEW CURB & GUTTER
SECTION CORNER
SW 4th AVE.
N
SCALE: 1" = 40'-0"
℄ PARK BLVD.
LEGEND
PROPOSED
10'
40'
15'
PRELIMINARY PROPOSAL



PRELIMINARY PROPOSAL

INTERSECTION

S.W. 4TH AVE., S.W. 9TH ST., PARK BLVD

T.O.P.I.C.S. PROGRAM

CITY OF ONTARIO, OREGON

7713 Willamette River (Center St.) 1972
Bridge Sec., Willamina-Salem Hwy.
(Bridge repair & painting)

7713

October 18, 1973

Herbert W. Carter
Attorney at Law
414 Masonic Building
Salem, Oregon 97308

Dear Mr. Carter:

This is to acknowledge your letter of October 17 informing us that Vulcan Steel Company's claim of $5,622.50 has been paid in full.

We have noted our records for Contract No. 7713 and will notify all interested parties.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

by
R. M. Graham, Assistant Manager

RMG:td

cc Insurance Company of North America
P. O. Box 7985
San Francisco, California 94120

Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

NOTED ON CARD
10-18-73 J.D.

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

October 17, 1973

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Vulcan Steel vs. Adhesive Engineering Company
State Highway Contract No. 7713

Dear Mr. Head:

By this letter I wish to acknowledge receipt of this sum of $5,622.50 paid by Adhesive Engineering Company in full and final settlement of the West Salem Bridge job, Dept. 44, Adhesive Engineering Company identification number 462-01.

I would appreciate it if you would consider this letter a release of any further claim Vulcan Steel Company may have on the performance bond in the above matter.

Thanking you for your past assistance, I remain

Very truly yours,

H. W. Carter

HWC/jf
cc: Adhesive Engineering Company
Insurance Company of North America
Vulcan Steel Company

RECEIVED
OCT 18 1973
Highway
ADMINISTRATIVE SERVICES

2713

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

October 12, 1973

Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Re: Vulcan Steel Company vs. Adhesive Engineering Company

COPY

Gentlemen:

I wish to refer to my last correspondence in the above matter. This refers to my letter to the Insurance Company of North America dated April 30, 1973, a copy of which is enclosed. I also enclose copy of letter from Oregon State Highway Division to me under date of March 13, 1973.

It is my opinion that based upon your earlier correspondence in this matter and copies of these two letters, together with the fact that I am informed the work on the West Salem Bridge, which is the subject matter of this dispute, has been completed, will satisfy you that the balance owing under your contract with Vulcan Steel is now due and payable.

This letter is written as a final demand upon you and each of you for payment of the same.

Unless I receive written acknowledgment and/or payment within five days from your receipt of this letter, legal action will be instituted against you without further notice to recover the principal, court costs, attorney's fees and all penalties provided by law.

Very truly yours,

H. W. Carter

HWC/jf
cc: C. W. Head, Secretary
Oregon State Highway Commission

cc: Insurance Co. of North America
San Francisco, California

cc: Vulcan Steel Company
Salem, Oregon

[illegible] 1973
[illegible] SERVICES

7713

5

September 25, 1973

Insurance Company of North America
P. O. Box 7985
San Francisco, California 94120

Gentlemen:

A post-final payment for $1,500 will be made to Adhesive Engineering Company on Contract No. 7713 for bridge repair and painting on the Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $235,907.70 including the post-final payment. Of the total, $157.70 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ks

cc Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7713

5

September 14, 1973

Commander (OAN)
U.S. Coast Guard
13th Coast Guard District
Seattle, Washington 98104

Dear Sir:

Willamette River (Center Street)
Bridge at Salem, Oregon
Willamina-Salem Highway
Contract 7713

A scour hole has developed at the downstream side of the main pier on the west side of the channel of the subject structure.

It is necessary that we correct this situation by filling the hole with riprap up to the natural streambed elevation.

We plan to begin this work approximately October 8, 1973 and complete it approximately October 26, 1973.

The riprap will be placed using barge-mounted equipment which will be marked in accord with the rules of the road. There will be no cables across the channel unless the barge is attended.

This placement of riprap is considered to be normal maintenance work.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

RWE:ag jf

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
Walt Hart
D. H. Moehring
C. O. Fredrickson
F. T. Lacey

7713

September 14, 1973

Adhesive Engineering Company
1411 Industrial Road
San Carlos, CA 94070

Gentlemen:

Re: Center Street Bridge
Contract No. 7713

We have reviewed your request for a 15-day extension of this contract time. Careful consideration was given to the reason you submitted and the available facts. A 15-day extension is granted.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
C. W. Head
Vince Gallagher
C. O. Fredrickson

JAB:fr dpy

77-5

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 14, 1973

TO Oregon Transportation ~~XXXXXXXXXXXX~~ Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Time Extension Request
Center Street Bridge
Contract No. 7713

Adhesive Engineering Company, contractor for the bridge repair and painting project, has requested an additional 15 calendar days to complete the contract work without assessment of liquidated damages because of vandalism to a barge and the moving and repair of the shroud enclosure.

This State project was awarded April 4, 1972 and allotted 220 calendar days to complete the contract work, which forecast a completion date of November 24, 1972. Due to unsuitable weather conditions, suspension of work was ordered by the Resident Engineer effective October 19, 1972. The work was resumed May 21, 1973 and the contract was completed July 16, 1973 with 235 calendar days assessed or 15 days liquidated damages at $100 per day.

The contractor cites delays to the project caused by difficulties encountered in the use and maintenance of the protective shroud and a delay caused by vandalism directed against the contractor's barge equipment. Performance of this type of work within an enclosure is a new concept. The enclosure required maintenance repair on ten different days. An extension of 15 calendar days for unforeseen environmental protection efforts does not appear excessive considering the over-all scope of the project. The 15 days requested is less than seven percent of the 225 days allowed.

I have approved a 15-day time extension. This item will be on the agenda for concurrence at your September 19 meeting.

cc: C. W. Head
A. E. Johnson
G. M. Baldwin
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
Art Gottfried
Vince Gallagher
Gary Sund
Bob Whipps

JAB:fr dpy

E-[illegible] (Rev.)—5M—9-64

RECEIVED
JUL 24 1973
ADHESIVE ENGINEERI

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 13, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 220 days to 235 days, within which to complete our Contract No. 7713, without the assessment of liquidated damages. The said contract is described as follows: Bridge repair and painting on the Willamette River Bridge, Willamina-Salem Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Barge cut loose by vandals - had to be recovered and repositioned; move barge around pier; move shroud across river; replace torn chute; repair shroud (3 days); wind; sew and hang chute; repair frame; waiting on new chute, etc.

Respectfully submitted,

ADHESIVE ENGINEERING COMPANY
Contractor

By William Monahan, Treas.

STATE OF CALIFORNIA
COUNTY OF Santa Clara } *SS.*

On this 23rd. *day of* July *in the year* 1973

before me Verra P. Reiter, *a Notary Public in and for the STATE OF CALIFORNIA personally appeared* Barbara B. Spedding *known to me to be the person whose name is subscribed to the within instrument as the Attorney-in-Fact of the INSURANCE COMPANY OF NORTH AMERICA, and acknowledged to me that he subscribed the name of the INSURANCE COMPANY OF NORTH AMERICA thereto as surety and his name as Attorney-in-Fact.*

VERRA P. REITER
NOTARY PUBLIC
Santa Clara County, California
My commission expires June 24, 1974

Verra P. Reiter
Notary Public in and for the State of California

SB-125c

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7713 Contractor Adhesive Engineering Company

Highway Willamina-Salem Highway

Section Willamette River (Center Street) Bridge

Kind of Work Bridge Repair and Painting

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 15 days extension for extended use of shroud enclosure and related maintenance of it.

Recommended for Approval:

Division Engineer

Adm. Construction Engineer ~~or Bridge Engineer~~

Asst State Highway Engineer

Contract No. 7713

Project designation State (State-Federal)

Date awarded April 4, 1972

Work started April 25, 1972

Per cent completed 100% July 16, 1973 (Date)

No. of calendar days allowed. 220

No. of calendar used---------235

No. of Added calendar days requested.-----15

SP*8290-734

POWER OF ATTORNEY

INSURANCE COMPANY OF NORTH AMERICA

PHILADELPHIA, PA.

Know all men by these presents: That the INSURANCE COMPANY OF NORTH AMERICA, a corporation of the Commonwealth of Pennsylvania, having its principal office in the City of Philadelphia, Pennsylvania, pursuant to the following Resolution, which was adopted by the Board of Directors of the said Company on June 9, 1953, to wit:

"RESOLVED, pursuant to Articles 3.6 and 5.1 of the By-Laws, that the following Rules shall govern the execution for the Company of bonds, undertakings, recognizances, contracts and other writings in the nature thereof:

(1) "Such writings shall be signed by the President, a Vice President, an Assistant Vice President, a Resident Vice President or an Attorney-in-Fact.

(2) "Unless signed by an Attorney-in-Fact, such writings shall have the seal of the Company affixed thereto, duly attested by the Secretary, an Assistant Secretary or a Resident Assistant Secretary. When such writings are signed by an Attorney-in-Fact, he shall either affix an impression of the Company's seal or use some other generally accepted method of indicating use of a seal (as by writing the word "Seal" or the letters "L.S." after his signature).

(3) "Resident Vice Presidents, Resident Assistant Secretaries and Attorneys-in-Fact may be appointed by the President or any Vice President, with such limits on their authority to bind the Company as the appointing officer may see fit to impose.

(4) "Such Resident Officers and Attorneys-in-Fact shall have authority to act as aforesaid, whether or not the President, the Secretary, or both, be absent or incapacitated; and shall also have authority to certify or verify copies of this Resolution, the By-Laws of the Company, and any affidavit or record of the Company necessary to the discharge of their duties.

(5) "Any such writing executed in accordance with these Rules shall be as binding upon the Company in any case as though signed by the President and attested by the Secretary."

does hereby nominate, constitute and appoint BARBARA B. SPEDDING, of the City of San Jose, State of California

its true and lawful agent and attorney -in-fact, to make, execute, seal and deliver for and on its behalf, and as its act and deed any and all bonds and undertakings in its business of guaranteeing the fidelity of persons holding places of public or private trust, and in the performance of contracts other than insurance policies, and executing and guaranteeing bonds or other undertakings, required or permitted in all actions or proceedings or by law required or permitted.

All such bonds and undertakings as aforesaid to be signed for the Company and the Seal of the Company attached thereto by the said Barbara B. Spedding, individually.

And the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Philadelphia, Commonwealth of Pennsylvania, in their own proper persons.

IN WITNESS WHEREOF, the said HUGH M. SINCLAIR, Vice-President, has hereunto subscribed his name and affixed the corporate seal of the said **INSURANCE COMPANY OF NORTH AMERICA** this 5th day of April 1973.

INSURANCE COMPANY OF NORTH AMERICA

by Hugh M. Sinclair Vice-President

(SEAL)

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA } ss.

On this 5th day of April, A. D. 1973, before the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County of Philadelphia, duly commissioned and qualified, came HUGH M. SINCLAIR, Vice-President of the **INSURANCE COMPANY OF NORTH AMERICA** to me personally known to be the individual and officer described in, and who executed the preceding instrument, and he acknowledged the execution of the same, and, being by me duly sworn, deposeth and saith, that he is the officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the corporate seal of said Company, and the said corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority and direction of the said corporation, and that Resolution, adopted by the Board of Directors of said Company, referred to in the preceding instrument, is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at the City of Philadelphia, the day and year first above written.

Catherine E. Ponza
Notary Public

(SEAL)

My commission expires December 15th, 1975

Know all men by these presents: That the INSURANCE COMPANY OF NORTH AMERICA, a corporation of the Commonwealth of Pennsylvania, having its principal office in the City of Philadelphia, Pennsylvania, pursuant to the following Resolution, which was adopted by the Board of Directors of the said Company on June 9, 1953, to wit:

"RESOLVED, pursuant to Articles 3.6 and 5.1 of the By-Laws, that the following Rules shall govern the execution for the Company of bonds, undertakings, recognizances, contracts and other writings in the nature thereof:

(1) "Such writings shall be signed by the President, a Vice President, an Assistant Vice President, a Resident Vice President or an Attorney-in-Fact.

(2) "Unless signed by an Attorney-in-Fact, such writings shall have the seal of the Company affixed thereto, duly attested by the Secretary, an Assistant Secretary or a Resident Assistant Secretary. When such writings are signed by an Attorney-in-Fact, he shall either affix an impression of the Company's seal or use some other generally accepted method of indicating use of a seal (as by writing the word "Seal" or the letters "L.S." after his signature).

(3) "Resident Vice Presidents, Resident Assistant Secretaries and Attorneys-in-Fact may be appointed by the President or any Vice President, with such limits on their authority to bind the Company as the appointing officer may see fit to impose.

(4) "Such Resident Officers and Attorneys-in-Fact shall have authority to act as aforesaid, whether or not the President, the Secretary, or both, be absent or incapacitated; and shall also have authority to certify or verify copies of this Resolution, the By-Laws of the Company, and any affidavit or record of the Company necessary to the discharge of their duties.

(5) "Any such writing executed in accordance with these Rules shall be as binding upon the Company in any case as though signed by the President and attested by the Secretary."

does hereby nominate, constitute and appoint BARBARA B. SPEDDING, of the City of San Jose, State of California

its true and lawful agent and attorney -in-fact, to make, execute, seal and deliver for and on its behalf, and as its act and deed any and all bonds and undertakings in its business of guaranteeing the fidelity of persons holding places of public or private trust, and in the performance of contracts other than insurance policies, and executing and guaranteeing bonds or other undertakings, required or permitted in all actions or proceedings or by law required or permitted.

All such bonds and undertakings as aforesaid to be signed for the Company and the Seal of the Company attached thereto by the said Barbara B. Spedding, individually.

And the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Philadelphia, Commonwealth of Pennsylvania, in their own proper persons.

IN WITNESS WHEREOF, the said HUGH M. SINCLAIR, Vice-President, has hereunto subscribed his name and affixed the corporate seal of the said **INSURANCE COMPANY OF NORTH AMERICA** this 5th day of April 1973.

INSURANCE COMPANY OF NORTH AMERICA

(SEAL) by Hugh M. Sinclair Vice-President

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA } ss.

On this 5th day of April, A. D. 1973, before the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County of Philadelphia, duly commissioned and qualified, came HUGH M. SINCLAIR, Vice-President of the **INSURANCE COMPANY OF NORTH AMERICA** to me personally known to be the individual and officer described in, and who executed the preceding instrument, and he acknowledged the execution of the same, and, being by me duly sworn, deposeth and saith, that he is the officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the corporate seal of said Company, and the said corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority and direction of the said corporation, and that Resolution, adopted by the Board of Directors of said Company, referred to in the preceding instrument, is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at the City of Philadelphia, the day and year first above written.

Catherine E. Penza
Notary Public

(SEAL)

My commission expires December 15th, 1975

I, the undersigned, Assistant Secretary of **INSURANCE COMPANY OF NORTH AMERICA**, do hereby certify that the original POWER OF ATTORNEY, of which the foregoing is a full, true and correct copy, is in full force and effect.

In witness whereof, I have hereunto subscribed my name as Assistant Secretary, and affixed the corporate seal of the Corporation, this .... day of .... 19....

Walter G. Young
Assistant Secretary

(SEAL)

SB-1B PRINTED IN U.S.A.

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1973

SUBJECT: Time Extension Request
Center Street Bridge
Contract No. 7713

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Adhesive Engineering Company, contractor for the bridge repair and painting project, has requested an additional 15 calendar days to complete the contract work without assessment of liquidated damages because of vandalism to a barge and the moving and repair of the shroud.

This State project was awarded April 4, 1972 and allotted 220 calendar days to complete the contract work, which forecast a completion date of November 24, 1972. Due to unsuitable weather conditions, suspension of work was ordered by the Resident Engineer effective October 19, 1972. The work was resumed May 21, 1973 and the contract was completed July 16, 1973 with 235 calendar days assessed or 15 days liquidated damages at $100 per day.

The contractor cites delays to the project caused by difficulties encountered in the use and maintenance of the protective shroud and a delay caused by vandalism directed against the contractor's equipment. These are not normally valid reasons for an extension of time as they are all items for which the contractor is responsible. However, as performance of this type of work within an enclosure is a new concept, neither the State nor the contractor knew at the time of the bid letting just what environmental protection requirements would be asked by the various agencies responsible for issuing permits.

The actual delay caused by the environmental protection requirements cannot be easily assessed but an extension of 15 calendar days does not appear excessive considering the over-all scope of the project. The 15 days requested is less than 7 percent of the 225 days allowed. The Resident Engineer recommends the extension; The Region does not, but does not object (see our file attached).

RECEIVED
SEP 12 1973
Office of
Assistant State Highway Engineer

We recommend that a 15 day time extension be granted which would waive all liquidated damages. The painting operation did not interfere with traffic and no overrun of authorized engineering is anticipated. This is a State project.

Rough draft letters to the Commission and contractor are attached.

JAB:fr

Enc.

cc: V. L. Gallagher

7713

STATE COPY

S

cc: Region (10-00.53)(2
OSHD (Coulter)
Christianson(2)

.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-29-73

INSPECTION REPORT

eb

REGION NO. 10	REPORT ON Bridge Maintenance	DIVISION Oregon
DATE OF INSPECTION 8-29-73	INSPECTION MADE BY R. W. Pillsbury, Structural Engineer	PROJECT NO. 6021 Center St Bridge-Salem
IN COMPANY WITH		COPY SENT

REMARKS

SEP 10 1973
REGIONAL OFFICE

WILLAMETTE RIVER (CENTER ST.) BRIDGE

On August 27, 1973 State divers investigated scour conditions under Pier 5 of the Center Street bridge in Salem. Pier 5 is the west main pier of bridge near mid-stream. The interesting facet of this inspection was that the divers made the inspection with underwater TV cameras and the pictures were recorded on video tape. A showing of the tape was viewed on August 29 at the State Highway headquarters building.

The tape showed quite clearly that the downstream end of the pier was scoured out. The scour hole was about 4½' deep at a maximum and tapered out to nothing about 2/3 of the way up each side. The hole extended under the seal up to 6'-8' and ran a short distance out from the seal. The pier is supported on timber piling and some 12 of these are exposed. The pictures indicated that they are in good condition.

The proper corrective action has not been determined.

NOTED
H. S. COULTER

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

☆ GPO: 1970 O-387-254

7713

August 28, 1973

Insurance Co. of North America
222 Sansome Street
San Francisco, California 94104

Attention: Bond Department

Gentlemen:

On August 24, 1973, we wrote to you concerning release of final payment on Contract No. 7713 awarded to Adhesive Engineering Company for bridge repair and painting on the Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

Final payment on this contract is $11,712.50 and the total contract amount is $234,407.70 including $157.70 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td
cc Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7713

August 22, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7713, Work Completed July 16, 1973

Project Willamette River (Center St.) Bridge

Highway Willamina - Salem, County Polk & Marion

Type of Work Bridge Repair & Painting

Contractor Adhesive Engineering Company

Recommended Acceptance Date August 21, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:pr
cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7713

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FORM E-1 (REV 2-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: WILLAMETTE RIVER (CENTER ST.) BRIDGE

WEEK ENDING: August 11, 1973

SECTION PREFIX: 24-1128

HIGHWAY: WILLAMINA-SALEM

COUNTY: POLK & MARION

NAME OF JOB: WILLAMETTE RIVER (CENTER ST.) BRIDGE

KIND OF WORK: BRIDGE REPAIR AND PAINTING

CONTRACTOR: ADHESIVE ENGINEERING COMPANY

CONTRACT NUMBER: 7713

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: APRIL 4, 1972

DATE WORK STARTED: APRIL 25, 1972

ESTIMATED COMPLETION DATE: July 16, 1973

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 220

CALENDAR DAYS USED: 235

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 106.8%

PROJECT AUTHORIZATION: $ 311,387.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

EXCLUSIVE OF ENGINEERING: $ 286,695.75

ENGINEERING AUTHORIZATION: $ 24,691.50

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 286,695.75

ENGINEERING COST TO DATE: $ 22,500

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT OVERRUN / UNDERRUN: %

PERCENT OF AUTHORIZATION: 91.1%

DATE PROJECT WAS COMPLETED: July 16, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

Work Complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO									
PERCENT									

August	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Fair			
MONDAY 6	Fair			
TUESDAY 7	Fair			
WEDNESDAY 8	Fair			BEN GIFFORD
THURSDAY 9	Partly Cloudy			
FRIDAY 10	Partly Cloudy			
SATURDAY 11	Partly Cloudy			

RECEIVED
AUG 13 1973
CONSTRUCTION SECTION

Bond
Hardt
Walker
Pease
Glenn
Berg

K

JW

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

August SUNDAY 5	No activity
MONDAY 6	No activity
TUESDAY 7	No activity
WEDNESDAY 8	No activity
THURSDAY 9	No activity
FRIDAY 10	No activity
SATURDAY 11	Cleaned up most of the area but still a small amount to go.

REMARKS

Still working on trying to get the storage area cleaned up. Storage area should be cleaned up next week.

SIGNED O. A. Gottfried LOCATION Salem

SUPERINTENDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

7713

Claim 4716

FILED
AUG - 6 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
8-10-73 Ko

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 6, 1973

Salem Tent and Awning Company
280 Wallace Road, N.W.
Salem, Oregon 97304

Attention: Mr. Ernest Monner

RECEIVED
AUG 9 1973
HIGHWAY
ADMINISTRATIVE SERVICES

Gentlemen:

We have received your letter of August 1 advising us that Adhesive Engineering Company owes you $1,528.95.

You state this is in connection with the Adhesive Engineering Company Contract No. 7713 for bridge repair and painting on the Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

The Insurance Company of North America furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise the surety and the principal contractor of the receipt of your claim letter and we will also forward it to the Secretary of State for filing. This information is being noted in our records.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:fkn
cc
Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

Insurance Co. of North America
P. O. Box 7985
San Francisco, California 94120

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

MANUFACTURERS OF TENTS, AWNINGS & CANVAS GOODS [illegible] ALL DESCRIPTIONS
TENT AND TARPAULIN RENTALS

SALEM TENT & AWNING CO.

280 Wallace Road N.W. -:- Salem, Oregon 97304
Phone 363-4788

1 August 1973

OREGON STATE HIGHWAY COMMISSION
ATTN: MR. CECIL W. HEAD, SECRETARY
121 STATE HIGHWAY BUILDING
SALEM, ORE 97310

Dear Sir,

I am writing this letter to you in reference to the Willamette River (Center Street Bridge), Willamina-Salem Highway, contract #7713. Adhesive Engineering, the company contracted to perform the work on the above mentioned project still owes Salem Tent & Awning Co. a total of $1528.95. I am writing this letter to you so that formal proceedings can be started to hold up payment to Adhesive Engineering by the State of Oregon. Thank you for your attention to this matter.

Sincerely yours,

Mr. Ernest Monner

Mr. Ernest Monner, owner
Salem Tent & Awning Co.

RECEIVED
AUG 3 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7713

FORM K-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

10:10
H. S. [illegible]

DATE August 3, 1973

TO Walter Hart
BRIDGE ENGINEER

ORIGINAL SIGNED BY
C. O. FREDRICKSON

FROM C. O. Fredrickson
REGION ENGINEER

SUBJECT Center Street Bridge
Pier 5 Scour

We are enclosing a copy of a letter from Kerry J. Dayton, Assistant Engineer, District 3, together with attachments showing and discussing the scour which is occuring on the Center Street Bridge. It appears that a considerable number of logs are still buried in the river bed and that scour is continuing to undermine the footing.

Please assess this information and recommend a possible solution to this problem.

COF:lb

cc: H. S. Coulter
Floyd Lacey
Jim Gix w/attachs.

RECEIVED
AUG 7 1973
Office of
Assistant State Highway Engineer

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 745
1 Nov 1972

Salem

Oregon State Highway Division
Attn: Mr. R. W. Ellison
Bridge Administration Engineer
Highway Building
Salem, Oregon 97310

NOTED
A. E. JOHNSON
RECEIVED
NOV 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Gentlemen:

Your request for approval to remove submerged logs and place riprap on the Willamette River Center Street Bridge is approved, subject to the following conditions:

1. Special care will be exercised to prevent any oil or other petroleum product entering the water.

2. All material removed from around the piers shall be disposed of on land away from the river.

3. During the work period, any material which is dislodged and floats down the river shall be captured and removed from the river. This would include non-sinking logs which become entangled at low water and are later submerged.

4. Efforts shall be employed to minimize turbidity of the Willamette River during the work process.

5. The work shall be completed prior to 1 January 1973.

6. The rock riprap you propose to place around the bridge piers shall be clean material, as quarry rock. No fine material like sand shall be used which may cause turbidity. Riprap shall not extend above the general line of the river bed.

7. This approval does not give authority for work at any location other than adjacent to the bridge piers.

8. This approval does not relieve you of the obligation or responsibility for compliance with the provisions of law or regulation under jurisdiction of any other federal, state or local authority having cognizance of any aspect of the work.

The Federal Environmental Protection Agency in Seattle, the Department of Interior Permit Review Office in Portland, and the Oregon Department of Environmental Quality have been consulted by this office and indicated

NOTED
R. W. ELLISON
RECEIVED
NOV 3 1972
BRIDGE DIVISION

maintenance will get State Land Board Permit - F

1 November 1972

Re: Willamette River
Center Street Bridge

verbal approval. However, this Coast Guard approval does not relieve you of compliance with any of their regulations.

This permit is issued in this manner due to the emergency conditions explained in your letter and is not the normal procedure to avoid public notice.

Sincerely,

A C Pearce

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Copy to: Environmental Protection Agency
Dept. of Interior, Permits Review Officer
Oregon Dept. of Environmental Quality

RECEIVED
NOV 3 1972
BRIDGE DIVISION

Maint
Bridge
Sec

October 31, 1972

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Willamette River (Center St.) Bridge
at Salem, Oregon
Willamina-Salem Highway
Polk and Marion Counties
Maintenance Work

An accumulation of sinker logs has caused a scour problem at the piers of the subject structure. It is estimated that accumulations of approximately 75 logs up to 50 feet in length have occurred at some piers. Scour has progressed to the bottom of the pier footings in some cases. In addition to constituting a threat to the structure, the logs are a hazard to navigation.

Due to the urgency of the situation, it is our intent to immediately negotiate a contract for removal of the logs and the placing of riprap at the piers. Riprap will be placed to an elevation no higher than the existing river bottom. Work will be accomplished using floating equipment.

Your approval to proceed is hereby requested. Work will begin upon receipt of your approval.

Very truly yours,

A. E. Johnson
Assistant State Highway Engineer

RWE:dh

cc Tom Edwards
W. J. Hart
R. N. Bothman
J. B. Boyd

7713

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

July 18, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Willamette River Bridge
At Salem, Oregon
Contract 7713
Project Completion

All maintenance painting work on the Willamette River (Center St.) Bridge at Salem, Oregon, has been completed and all falsework barges, et cetera, have been removed.

The falsework status report sent to you on July 11, 1973, was the final report for this project.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag

cc E. S. Hunter
C. T. Keasey
E. L. Hardt
C. O. Fredrickson
W. Sandquist

RECEIVED
JUL 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7113

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FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 16, 1973

TO E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER-DESIGN

FROM Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

NOTED
E. S. HUNTER

SUBJECT Center Street Paint Drift

Attached are Resident Engineer Art Gottfried's notes of what was done and wasn't done to control the drift from the painting of the Center Street Bridge. He also gives five recommendations for modification of future painting specifications.

These have been supplemented with the following recommendations by the undersigned:

1. Red lead should not be used as it is slow drying and has a great tendency to drift. Only fast drying paints such as zinc and vinyl should be utilized. They will dry before they could travel far enough to settle on and damage any near-by parked vehicles.

2. Require airless spray guns for any spray painting. This will cut down on the over spray.

3. In the metropolitan areas, spray painting should be prohibited when the wind reaches a specified speed. We cannot prevent wind and we have farely strong breezes throughout most of the painting season. Because of this and the greater expense to brush paint, there is a strong tendency to spray paint when we shouldn't.

4. All handrails and superstructure should be brush painted.

RECEIVED
JUL 18 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7-19-73
Hart. - Ole discuss.
ESH

cc aEl

5. We should design and specify the shroud. The contractor could have the option of providing an "or equal" subject to the approval of the engineer.

6. Because of the difficulty some people experience in contacting a temporarily headquartered contractor or an insurance company that has only a post office box for an address, all minor spray paint claims should be handled by the Resident Engineer with a deduction from the contractor's estimate.

GW/ek
Attachs.
cc. Carroll Keasey
    Art Gottfried

[illegible] [illegible] [illegible] [illegible]
[illegible] Paint [illegible] [illegible] [illegible] May 21.

The Method Of [illegible] Was Changed By
The Air [illegible] Authority Last Year.
Originally The [illegible] [illegible] Shrouding On All
Four [illegible] [illegible] Later The [illegible] [illegible]
To [illegible] [illegible] [illegible] [illegible] The [illegible].
[illegible] [illegible] [illegible] [illegible] [illegible] Suggestion
Of The [illegible] [illegible] Authority [illegible]
The [illegible] Of The [illegible].

Last Year He [illegible] [illegible] The [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible] [illegible] 1969 [illegible]
[illegible] [illegible] [illegible] [illegible] And Thought
It Excellent And That They Would [illegible]
It As A [illegible] [illegible] [illegible] And [illegible]
In The [illegible].

I Think Some Of The Problems [illegible] [illegible]
That Caused The Paint [illegible] [illegible] [illegible] [illegible]

1. The [illegible] [illegible] [illegible] [illegible] [illegible] Is
Very Good Drying And [illegible] [illegible] [illegible] [illegible]
[illegible] The [illegible] [illegible] [illegible] [illegible].

2. With This Type Of Structure It Was Almost Impossible To Shroud In All Four Sides And When The Wind Came From The N.W. It Blew The Paint Through The Shroud Toward The Parked Cars On The [illegible] [illegible]. The Shoreline Was Lined With Trees And The Painter Thought The Trees Would Stop Any Paint That [illegible] [illegible] The [illegible].

3. I Don't Believe There Should Have Been Much Damage To Cars From Painting The Cathedral, Because The Only Time They Painted Was From 7:00 To 8:30 A.M. However, The Painting Crew Had [illegible] [illegible] Of Their [illegible] And Became Careless At Times.

4. The Contractor Was So Far Behind Schedule That He Took Chances And Painted On Days That The Wind Was Too Strong And From The Wrong Direction.

I Believe The Following Steps Should Be Taken To Prevent Paint Damage on Future Jobs.

1. Use Fast Drying Paints That Will Be Dry Before They Travel Very Far. Such As Zinc And Vinyl.

2. Use Only Airless Spray Guns To Cut Down On The Overspray.

3. In Metropolitan Areas, Prohibit Painting When The Wind Is Too Strong.

4. Brush Paint All Handrails & Small Structures.

5. Have Wind Speed Regulations On Spraying And Have The Contractor Submit Plans For Approval.

MICHAEL D ROACH
Director

MID WILLAMETTE VALLEY
AIR POLLUTION AUTHORITY

2585 STATE STREET / SALEM, OREGON 97301 / TELEPHONE AC 503 / 581-1715

June 6, 1972

Adhesive Engineering
1257 8th N.W.
Salem, Oregon 97304

Attn: Mr. Roy Goodknight, Superintendent

Gentlemen:

SUBJ: CENTER STREET BRIDGE SANDBLASTING AND PAINTING

After observing the operation of your sandblasting operation for the structural steel portion of the Center Street Bridge in Salem, Oregon on May 26, 1972, it was agreed that approval for you to operate with a reinforced shrouded enclosure without the west panel would be given subject to the following provisions:

1. The same abrasive material would be used to reduce dust generation such that emissions would not be observed being emitted directly from the shrouded enclosure.
2. The nozzle of the sandblaster will be oriented in such a manner that visible emissions shall not be observed.

Further, the approval for you to operate the sandblasting operation is contingent upon the following requirements:

1. The procedure for sandblasting the handrails shall be reviewed and given approval by the Authority prior to commencing.
2. Spray painting with only the north and south panels in place of the structural steel framework should be adequate, but shall be subject to review at the time spray painting commences.
3. Method for spray painting the handrail shall be reviewed by the Authority and given approval.

Should you have any questions, please contact me.

[illegible]
JUN 7 1972

Sincerely,

Victor H. Prodehl
Chief, Engineering Services

VHP/st

cc: Mr. Beecroft, OSHD

MEMBER COUNTIES: BENTON / LINN / MARION / POLK / YAMHILL

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1972

SUBJECT: Center Street Bridge
Contract No. 7713

To: Memo to File

At about noon today Harland Cornett of A-1 Painters showed Bert Curtis, inspector on Center Street bridge, a water sample that he claimed to have taken in the vicinity of Center Street bridge. The water sample had flakes of red lead and black paint in it. Cornett said his job had been shut down and he didn't think it was right that Adhesive Engineering could continue to operate. We think he was referring to a railroad bridge in the Oswego area that he had contracted to paint. We understand he also has a contract to paint the railroad bridge across the Willamette at Salem, although no work has been started there. He said he was going to try to see the governor.

I told Jerry Wimer and Jay Boyd of the incident and also that we realized that the shroud was not 100% effective. Jerry and I talked to Mike Roach, Director of Mid-Willamette Valley Air Pollution Authority. He said they were very well satisfied with the dust control.

Jerry then called Russ Fentrow, Eugene District Engineer for the Department of Environmental Quality. Mr. Fentrow said that he and Fred Bolton from the Portland office of D.E.Q. had seen the Center Street operation and thought it "excellent", and that they were using it as a standard for other paint jobs in the state.

D. E. Beecroft
Resident Bridge Engineer

DEB/jkv
cc: Bridge
    Region II

7713

Russ ~~gwm~~

Fran noted fran

Files

FORM E-3

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

June 27, 1973
Salem, Oregon

SUBJECT: Paint Damage Claims
Willamette River (Center St.) Bridge
Contract 7713

To: Mr. G. W. Wimer
Regional Construction Engineer
East Salem Highway Building

All Claims for paint damage are referred to the Adhesive Engineering Company's superintendent, Ted Miller, who can be reached at 363-4123. If Mr. Miller is not available the forman, Verlin Davis, can be reached at 585-2900 Ext. 30.

If the superintendent or forman cannot be reached by phone, the person with the complaint should stop by the work area on Water Street, under the Center St. Bridge. Their car will be inspected and if it is determined the damage was caused by the bridge painting, an attempt will be made to clean the vehicle.

If the car cannot be cleaned, or the owner is not satisfied, they should go to their own Insurance Co. and refer the claim to the Painters Insurance Co. Liberty Mutual, Agent Carol Garrett, 366 East 40th, Eugene, Ore. Phone Number 344-4214.

A. A. Gottfried

A. A. Gottfried
Resident Bridge Engineer

NOTED
R. M. GRAHAM

NOTED
C. W. HEAD

7713

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 5, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Falsework Status Report

Enclosed is one copy each of the falsework status reports for the following structures.

Willamette River (Center St.) Bridge, Contract 7713
Fremont Bridge Superstructure, Stadium Fwy., Contract 7276
Columbia River (Astoria) Bridge, maintenance painting, Contract 7782
Siletz River (Kernville) Bridge, Contract 7577

Very truly yours,

Walter J. Hart
Bridge Engineer
By
ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.

cc E. S. Hunter
Ed Hardt

RECEIVED
JUN 5 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

#7713

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97306

7713

Russ

April 30, 1973

Insurance Company of North America
PO Box 7985
San Francisco, California 94120

ATTENTION Bond Department

COPY

Gentlemen:

This office represents Vulcan Steel, Rt. 1, Box 729B, Salem, Oregon, subcontractors for Adhesive Engineering Company of California regarding contract No. 7713, Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties, Oregon.

I am advised by the Oregon State Highway Commission that payment will be made to Adhesive Engineering Company upon completion after receiving approval of your bonding company.

I have previously made claim on behalf of Vulcan Steel for payment of the balance owing under the subcontract.

By this letter request is made of you that no payment be made on the final balance to Adhesive Engineering Company without authority of the Oregon State Highway Commission to assure payment of the balance owing under the subcontract to my client, Vulcan Steel Company of Salem.

I would appreciate your acknowledgment of this letter and advice as to how my client's claim may be secured.

Very truly yours,

H. W. Carter

HWC/jf

cc: Oregon State Highway Commission
C. W. Head, Secretary

NOTED
R. M. GRAHAM

7713

March 13, 1973

Herbert W. Carter
Attorney at Law
P. O. Box 2166
Salem, Oregon 97308

Dear Mr. Carter:

This is in reply to your recent letter concerning the status of the Vulcan Steel Company claim against Adhesive Engineering Company on State Highway Contract No. 7713, Willamette River (Center Street Bridge).

This contract is approximately 62 percent complete and is still shut down for the winter. The contractor will commence work on this project just as soon as weather conditions permit.

The Vulcan Steel Company claim was originally filed with the Secretary of State on September 7, 1972, and assigned File No. 4710.

According to the records in this office, there is still a balance remaining due to Vulcan Steel Company in the amount of $5,622.50.

State Highway Contracts are covered by a 100 percent bond which assures the State of completion of the contract and also the payment of all bills for labor and materials used. The State does not make payment of claims but looks to the prime contractor and surety for such payment. Contract payments are not withheld by us unless requested by the surety or by the Chief Counsel.

We have, as you know, notified the Insurance Company of North America concerning this claim. We will also forward to them a copy of your March 1 letter so that they will be aware that this claim is still unpaid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks
cc Insurance Co. of North America
Adhesive Engineering Company

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7713

February 16, 1973

Commander (oan)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Center Street Bridge Across the Willamette River
Contract 7713

Your "Local Notice to Mariners" dated November 1, 1972, indicates that the Oregon State Highway Division plans to remove submerged logs and debris which have accumulated around the bridge piers of the Center Street Bridge across the Willamette River at Salem, Oregon.

The notice indicated removal by approximately November 20, 1972. The logs, debris, and all equipment have been removed from the bridge site. All work has now been completed.

Very truly yours,

[illegible]
A.E. Johnson

A. E. Johnson
Deputy State Highway Engineer

cc: G. M. Baldwin
F. B. Klaboe
H. S. Coulter
D. H. Moehring
C. O. Fredrickson

RWE:ag dpy

[illegible] - 1972

7713

December 5, 1972

Mr. Herbert W. Carter
Attorney at Law
P. O. Box 2166
Salem, Oregon 97308

Dear Mr. Carter:

Reply is made to your letter of November 28 concerning the Adhesive Engineering Company Contract No. 7713, Willamette River (Center Street) Bridge Section of the Willamina-Salem Highway in Polk and Marion Counties.

Our Bridge Section notified us that this project is now shut down for the winter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

November 28, 1972

Mr. C. W. Head, Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

7713

Re: Vulcan Steel vs. Adhesive Engineering
Client

Dear Mr. Head:

I have been advised by my client that estimated completion date on the West Salem bridge project would be November 15.

Would you please advise me whether or not the project is complete and, in any event, the estimated date that my clients may expect to receive final payment in the above matter.

Very truly yours,

H. W. Carter

HWC/jf

Shut down for winter
June 73
Bob Wright

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

NOTED
C W HEAD

5

A BEMIS ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

November 27, 1972

7713

Vulcan Steel Company
P.O. Box 5214
Salem, Oregon 97304

Attn: Mrs. Virginia L. Dowler REFER: Contract 7713

Dear Mrs. Dowler:

With regard to our telephone conversation of today I have checked your subcontract file and find that you have been paid in full less the 10% retention for your work on Willamette River Bridge. The balance owing will be paid to you upon full acceptance and payment of final retention by the Oregon State Highway Commission.

If you have any questions please read your subcontract agreement under 1 (g) Compensation of Subcontractor.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

Mary Rosberg, Mrs.
Accounting Dept. Supvr.

MER/mr

cc: Oregon State Highway Div.
Insurance Co. of North America

RECEIVED
NOV [illegible] '72
[illegible]
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

DHESIVE ENGINEERING COMPAN
CONSTRUCTION SERVICES DIVISION
1411 Industrial Road, San Carlos, CA 94070
19 South Canal Street, Lawrence, MA 01840

SUBCONTRACT AGREEMENT

Please sign and return all copies to us.

A/E Job No. 90304

To: Vulcan Steel Company
P. O. Box 5214
Salem, Oregon 97304

Subcontractor

Place San Carlos, CA.
Date April 25, 1972
Subcontract 7713-1
Contract No. 7713 (Oregon State Highway Division)

This agreement, entered into between ADHESIVE ENGINEERING COMPANY, as Contractor (with the Owner hereinafter named) and the Subcontractor above named, witnesseth that:

1. The Owner, Architect, date of general contract (Owner's contract with Contractor), structure involved, location of structure, work hereby undertaken by the subcontractor, compensation to be paid to the Subcontractor, and time for completion are:

(a) Owner: Oregon State Highway Commission, State Highway Building, Salem, Oregon 97310
(b) Owner's Architect: Oregon State Highway Division
(c) Date of General Contract: April 4, 1972
(d) Structure: State Bridge No. 123D - Willamette River (Center St.) Bridge
(e) Location of Structure: Willamina-Salem Highway in Polk and Marion Counties
(f) Description of Work Hereby Undertaken by Subcontractor:

Bid Item No. 003 Structural Reinforcement - All labor, equipment and materials required, pursuant to "Structural Reinforcement" section of Special Provisions dated March 30, 1972, copy of which section is attached hereto and incorporated herein.

Estimated quantity of structural steel: 43,000 lbs.

Traffic control to be provided by others. Quantities mentioned herein are approximate; final payment will be based on Owner's final quantities. Contractor will furnish and erect cable rigging, top section only of bridge spans 1 through 7, and planking sufficient to work bay. Subcontractor will move planking as needed for their work and to protect water below from falling material. Cost to Subcontractor: $2,000.00.

(g) Compensation of Subcontractor: (Memorandum Subject to 10 % retention under Section 9 hereunder)
Fifty-six Thousand Two Hundred Twenty-Five and no/100ths Dollars ($56,225.00).

(h) Time specified for delivery of subcontractor's materials and completion of his work:
150 calendar days from start of contract (April 19, 1972).

ACCEPTED, upon terms and conditions above stated and on reverse hereof.

Vulcan Steel Company Subcontractor
By: Title
Isaac Holt, Partner

ADHESIVE ENGINEERING COMPANY, Contractor
By: RW Goul, PRES.

NOTICE TO SUBCONTRACTORS

THIS SUBCONTRACT MUST BE SIGNED AND RETURNED AT ONCE. Please read this Contract carefully before signing; note the terms of payment which are an essential part of the financing plan of the work. If progress payments are desired, carefully follow Clause 9.

ACCOUNTS PAYABLE

Continued on other side

SUBCONTRACT TERMS AND CONDITION

2. Subcontractor understands that the materials and/or services described herein are for the structure mentioned as about to be erected or in the process of construction or reconstruction, and that time is of the essence of this contract in respect to delivery, installation, erection and otherwise. If Subcontractor consists of more than one person, Subcontractor's obligation hereunder is joint and several.

Subcontractor further agrees (a) that materials and/or services shall conform strictly to plans and specifications for structure, (b) to furnish materials f.o.b. building site within time specified herein, with all necessary certificates and permits for installing and erecting same, and to install and erect same and complete said work within time specified, according to said plans and specifications and to the satisfaction of Architect and Contractor, (c) to furnish all scaffold and equipment (including equipment for hoisting that may be necessary to do his work properly and expeditiously, (d) to remove any defective materials or work forthwith on notice from Architect or Contractor and he shall bear the expense of making good all work of others including the Contractor which is destroyed or damaged by such removals and replacements, (e) to perform work entirely at Subcontractor's risk and (f) to provide all proper and sufficient and necessary safeguards against all injuries and damage whatsoever, and to comply with all safety requirements imposed by law.

3. Subcontractor will procure insurance policies in companies satisfactory to the Contractor protecting against injuries to the public, injuries to workmen (including workmen's compensation insurance), damage to property including that of third parties in limits and under conditions set forth in an insurance appendix which is attached and becomes an integral part of this Subcontract.

Subcontractor will also carry any other insurance necessary in Contractor's opinion for protection of Owner, Contractor and Subcontractor, and will keep all policies in force as long as may be necessary to protect any of the above. Any acceptance of insurance certificates by the Contractor shall in no way limit or relieve the Subcontractor of his duties and the responsibility assumed by him in this Subcontract Agreement.

Subcontractor will furnish Contractor with copies of all accident reports, reporting any accident or injury to any of the employees or agents of Subcontractor used or utilized on this project.

Subcontractor agrees to employ labor in accordance with applicable State and Federal Safety Codes and under conditions satisfactory to the Contractor and to remove from the project any employee or employees unsatisfactory to the Contractor.

4. The Subcontractor specifically obligates itself to the Contractor in the following respects (and this agreement is made upon such express conditions) to wit:

(a) To indemnify the Contractor against and save it harmless from any and all claims, suits, liability, expense or damage for any alleged or actual infringement or violation of any patent or patent right, arising in connection with this Subcontract and anything done thereunder; (b) Subcontractor shall protect, hold free and harmless, defend and indemnify Owner and Contractor (including their officers, agents and employees) from all liability, penalties, costs, losses, damages, expenses, causes of action, claims or judgments, (including attorney's fees) resulting from injury to or death sustained by any person (including Subcontractor's employees) or damage to property of any kind, which injury, death or damage arises out of or is in any way connected with the performance of work under this contract. Subcontractor's aforesaid indemnity and save harmless agreement shall apply to any acts or omissions, willful misconduct or negligent conduct, whether active or passive, including Subcontractor's agents, sub-subcontractors or employees; except that said agreement shall not be applicable to injury, death or damage to property arising from the sole negligence or willful misconduct of the Owner or Contractor and their officers, agents and servants.

5. Subcontractor further agrees: to protect and fully indemnify the Owner and Contractor against all liability for claims and liens for labor, taxes, materials, appliances, equipment, and supplies whatsoever, including any costs, attorneys' fees, and incidental damage resulting therefrom; and to comply with all laws, ordinances and regulations of all governmental authorities in any manner relating to said work.

The Subcontractor agrees and covenants that money received for the performance of this Subcontract shall be used solely for the benefit of persons and firms supplying labor, materials, supplies, tools, machines, equipment, plant or services exclusively for this project in connection with this Subcontract and having the right to assert liens or other claims against the land, improvements or funds involved in this project or against any bond or other security posted by Contractor or Owner.

Contractor reserves the right to make payment by joint check or by direct check to Subcontractor's materialmen or sub-subcontractors or any person who has right of action against Contractor or Contractor's Surety under any law. Subcontractor agrees that Contractor reserves the right of determination as to what manner of payment shall be made.

6. The compensation payable to the Subcontractor as herein provided includes all sales, excise and other taxes and is not subject to any addition on account of taxes which are now or may hereafter be levied. It is hereby agreed that the Subcontractor is an independent contractor within the purview of the Internal Revenue Code, the Federal Social Security Act, and any and all unemployment insurance laws, both State and Federal, and is solely responsible to the Federal and State Government for all payroll taxes, deductions, and contributions under such laws.

7. Any assignment, subletting or delegation, by operation of law or otherwise, in whole or in part, by Subcontractor of this subcontract, of the work to be performed or of any claims arising hereunder without the prior written consent of Contractor shall be void. Contractor shall not recognize or be bound by any assignment of any right to payment earned or to be earned by performance hereunder by Subcontractor unless and until Contractor shall receive written notice which reasonably proves the assignment and identifies the rights assigned. Any assignment hereunder shall be subject to and Contractor reserves all rights and remedies possessed by or available to Contractor by law or under this subcontract as against Subcontractor, its sureties and assigns including, without limitation, rights of set-off, to retain moneys, to amend or modify this subcontract, and to assert all other defenses and claims whether or not arising under this subcontract. The making of any assignment by Subcontractor or any consent thereto by Contractor shall in no event relieve Subcontractor or its sureties hereunder of any of their obligations, duties, responsibilities or liabilities.

8. The misplacement, addition or omission of a word or character shall not change the intent of this agreement or the drawings and specifications. Drawings and specifications are supplementary and are to be taken in conjunction. The Subcontractor shall report to the Contractor in writing any discrepancy or errors which come to his attention either in the drawings and specifications or on the work and the installations of the Subcontractor's work will be considered evidence of his acceptance of the conditions as being correct and to his approval. The entire responsibility for proper dimensions for prefabrications of any part of the work shall rest with the Subcontractor.

9. The Contractor agrees in consideration of the full and complete performance of said work by the Subcontractor in accordance with the terms and provisions hereof, to pay or cause to be paid to the Subcontractor the sum above stated under "Compensation of Subcontractor." No progress or other payments shall be due the Subcontractor until ten (10) days after receipt by the Contractor of payment from the Owner for the work of the Subcontractor for which payment is to be made. The Contractor shall retain from progress or other payments hereunder the percentage thereof stated in Paragraph 1 (g) or, if no retention is stated in Paragraph 1 (g), the percentage specified in the general contract, until after final acceptance of the structure by the Architect and Owner and until ten (10) days after receipt of final retention payment from the Owner. All requests by the Subcontractor for progress payments must be delivered to the Contractor at its principal office on or before the 5th day of the current calendar month for work accomplished as of the 20th day of the preceding month. All requests by the Subcontractor for progress payments must be submitted in quadruplicate and in form acceptable to Contractor.

10. Subcontractor shall make no changes in the work nor shall he be entitled to any additional compensation unless first authorized in writing by Contractor. Contractor may at any time, by written change order, and without notice to the Surety or Sureties on Subcontractor's bond, make changes in the drawings and/or specifications of this Subcontract or in the work to be performed thereunder, within the general scope thereof. If such changes cause an increase or decrease in the work to be done or in the materials to be furnished under this contract, or in the time required for its performance, an equitable adjustment shall be made. No increase in compensation of Subcontractor or extension of time for performance shall be allowed unless Subcontractor makes application therefor in writing to Contractor within twenty (20) days from the date on which he is directed to perform the work covered by such change. No such change shall excuse Subcontractor from proceeding with the prosecution of the work as so changed.

11. The Subcontractor understands that this agreement is a subcontract under a general contract, which includes plans and specifications and details illustrative thereof, between the Owner above named and the Contractor for the erection and construction by the Contractor of the structure(s) above described and that he is fully bound by each and all of the terms and provisions of said general contract and plans and specifications. The Subcontractor hereby expressly assumes and promises to perform for the benefit of the Contractor and Owner (as their interests may appear) all of the obligations undertaken by the Contractor toward the Owner in said general contract, the specifications and the plans insofar as such obligations pertain to the work undertaken in the subcontract. Any indemnities or bonds provided in said general contract are hereby assumed by the Subcontractor to the extent of his work and he hereby agrees to furnish a performance bond in an amount equal to full subcontract price and a payment bond in an amount equal to the full subcontract price with terms and with a Surety or Sureties and in form satisfactory to the Contractor and Owner conditioned upon faithful performance by him of each and all of the provisions hereof, the expense thereof to be borne by Subcontractor if not properly chargeable to the Owner under the general contract. Contractor reserves the right to require performance and payment bonds on any subcontract even though not required by general contract.

12. The word "Architect" as used herein refers to anyone appointed by the Owner to supervise on his behalf the work of the Contractor.

13. During and on completion of Subcontractor's work proper clean-up will be made, as directed by Contractor's superintendent. If cleanup work is not accomplished in a timely and satisfactory manner, Contractor shall do same and charge to Subcontractor's account.

14. Subcontractor, if requested by Contractor, shall furnish certified copies of all payrolls in the manner prescribed by the Contract Specifications or any Modifications thereto. Contractor reserves the right to request material releases and payment affidavits in duplicate with each application for progress payments and on final settlement if deemed necessary. In such case no payment will be made until affidavit has been checked and approved by our Accounting Department as to sufficiency of material releases.

15. Time is the essence of this agreement. Acceptance of this subcontract is affirmation that Subcontractor has, or can obtain, all materials, equipment, manpower, etc. necessary to avoid any delays in the construction schedule. All work under this subcontract must proceed rapidly and in the most diligent manner possible and must be completed in sufficient time to allow the trades following to expedite their work without delay or disadvantage. Subcontractor is not to delay any portion of his work because of disputes relating to the interpretation of the drawings, compensation for extra work not agreed upon or other things of like nature. Subcontractor shall work overtime including weekends if necessary without additional compensation to maintain the construction schedule providing any delays are due to Subcontractor's failure in providing sufficient manpower, materials or equipment. Subcontractor agrees that if late delivery or performance under this contract causes the Contractor to incur loss by way of liquidated damages or otherwise, Subcontractor will reimburse Contractor for such loss on demand. Subcontractor agrees to notify Contractor, in writing, of anticipated delays in the performance of the work and to state the cause of said delays. If Contractor is so notified, then, should the cause be a condition upon which the Owner permits extension of time in its contract with the Contractor (strikes, lockouts, acts of God, etc.), Contractor will apply for such extension.

16. If the Subcontractor refuses or fails to prosecute the work hereunder, or any part thereof, with such diligence as to insure compliance within the time schedule specified herein, or fails to promptly pay for all labor and material furnished for the purposes of the Subcontract or in any manner fails to comply with any of the provisions hereof or if Subcontractor be an individual, in the event of his death, the Contractor, by written notice to the Subcontractor, may terminate the Subcontractor's right to proceed with the work hereunder and may take over the work and prosecute the same to completion by contract or otherwise, and the Subcontractor and the Sureties upon the Subcontractor's bond shall be liable to the Contractor for any excess cost occasioned by Contractor thereby. If the Subcontractor's right to proceed is so terminated, the Contractor may take possession of and utilize in the completing of the work such materials, appliances, plan and equipment of Subcontractor as may be on the site of the work and useful therefor.

17. Subcontractor shall comply with all of the provisions of any collective bargaining agreements executed by or on behalf of Contractor. Contractor shall have no liability to Subcontractor for any costs, expenses or liability resulting from any stoppage of work however caused arising out of a labor dispute or controversy.

18. The Subcontractor agrees to be bound by and comply with all applicable Fair Employment Practices Provisions and Regulations of Federal, State or other Governmental authority having jurisdiction including the provisions of Executive Order No. 11246 of September 24, 1965, and Title VII of the Civil Rights Act of 1964, including amendments or revisions thereof, relating to non discrimination in employment

19. If any Renegotiation Act applies to this contract, this contract shall be deemed to contain all of the provisions required by such act.

20. Subcontractor agrees to be bound by and comply with the requirements of the OSHA Act of 1970.

21. For force account work performed by Subcontractor under this Subcontract, Contractor will receive 50% of the total mark-up provided in Section 9-1.03A of State of California Standard Specifications

RECEIVED
NOV 20 1972
[illegible]

7713

November 17, 1972

Mr. Herbert W. Carter
Attorney at Law
P.O. Box 2166
Salem, Oregon 97308

Dear Mr. Carter:

This is to acknowledge receipt of your letter of November 15 and attached letter from Vulcan Steel Company stating that they have received payments on September 25, 1972, in the amount of $15,946.74 and on October 17, 1972, in the amount of $3,447.95 from Adhesive Engineering Company leaving a balance due of $5,622.50.

Our records indicate this is in reference to the Adhesive Engineering Company (Contract No. 7713) for work on the Willamette River Bridge (Center Street) Section of the Willamina-Salem Highway in Polk and Marion Counties.

This information will be noted in our records and we will advise the principal contractor and the surety of the receipt of your letter.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm
cc Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

Insurance Co. of North America
222 Sansome Street
San Francisco, Calif. 94104

NOTED ON CARD
11-17-72
fw

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

November 15, 1972

C. W. Head, Secretary
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Vulcan Steel vs. Adhesive Engineering

Dear Sir:

I have requested my clients to write me a letter, a copy of which is enclosed, in order to show payments received as indicated on the claim filed by Vulcan Steel Company against Adhesive Engineering.

Very truly yours,

H. W. Carter

HWC/jf

Enclosure

NOTED
C. W. HEAD

VULCAN STEEL COMPANY

P. O. BOX 5214
SALEM, OREGON 97304
Phone (503) 364-1867

November 14, 1972

Mr. Herbert W. Carter
Attorney at Law
414 Masonic Building
P.O. Box 2166
Salem, Oregon 97308

Dear Herb,

Regarding our lien filed with the State against Adhesive Engineering on the Center Street Bridge job, wanted to inform you that we have received two payments since the filing.

On Sept. 25 payment received in the amount of $15,946.74; and on Oct. 17, $3,447.95.

This leaves a balance due of $5,622.50. They sent a note stating final payment would be sent about Nov. 15, so will notify you when it is received.

Very truly yours,

Virginia

Virginia L. Dowler
Bookkeeper

vld

RECEIVED
NOV 16 1972
OREGON
STATE HIGHWAY COMMISSION

[illegible] 1972

7713

October 6, 1972

Mr. Herbert W. Carter
Attorney at Law
P. O. Box 2166
Salem, Oregon 97308

Dear Mr. Carter:

This is in reply to your letter of October 2 regarding your client's claim against the Adhesive Engineering Company Contract No. 7713, Willamette River (Center Street) Bridge Section.

We have received no additional information in this office concerning this claim. According to our Resident Engineer's Weekly Report, the estimated completion date for this project is November 25, 1972.

We have notified the surety and the prime contractor that this claim was filed with the Secretary of State.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

October 2, 1972

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Vulcan Steel vs. Adhesive Engineering

Dear Mr. Head:

Thank you for your letter of September 19 acknowledging receipt of my letter of September 14, 1972 in the form of a claim on behalf of my clients, Vulcan Steel of Salem against Adhesive Engineering Co. on State Highway Contract No. 7713.

Would you please advise me the present status of this matter.

I had one phone call from Adhesive Enginnering Company's representative indicating that I could expect correspondence but have heard nothing from them.

Thanking you for your assistance in this matter, I remain

Very truly yours,

H. W. Carter

HWC/jf

RECEIVED
OCT 3 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

October 2, 1972

Mr. C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Vulcan Steel vs. Adhesive Engineering

Dear Mr. Head:

Thank you for your letter of September 19 acknowledging receipt of my letter of September 14, 1972 in the form of a claim on behalf of my clients, Vulcan Steel of Salem against Adhesive Engineering Co. on State Highway Contract No. 7713.

Would you please advise me the present status of this matter.

I had one phone call from Adhesive Enginnering Company's representative indicating that I could expect correspondence but have heard nothing from them.

Thanking you for your assistance in this matter, I remain

Very truly yours,

Carter

H. W. Carter

HWC/jf

RECEIVED
OCT 3 - 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

5

RECEIVED
SEP 20 1972
FOR FILIN

7713

September 19, 1972

Herbert W. Carter
Attorney at Law
414 Masonic Building
Salem, Oregon 97308

Dear Mr. Carter:

This is to acknowledge receipt of your letter of September 14, 1972, concerning the Notice of Claim which you submitted on behalf of your client, Vulcan Steel of Salem against Adhesive Engineering Company on State Highway Contract No. 7713.

Our records indicate that we acknowledged your letter of August 31, 1972, on September 6. Attached is a copy of this letter.

The Secretary of State has informed us that this claim was filed in his office on September 7, and was assigned his File No. 4710.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr
Attachment

TELEPHONE 364-0164

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

September 14, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Oregon State Highway Building
Center Street, NE
Salem, Oregon

Re: Vulcan Steel and Adhesive Engineering

Dear Mr. Query:

Under date of August 31, I gave you written notice on behalf of my client, Vulcan Stell of Salem, of a claim for payment of a balance owing under the terms of a contract between Vulcan Steel and Adhesive Engineering of San Carlos, California.

In my letter I requested written acknowledgment of the Oregon State Highway Commission of the same, but to date have received none.

In the meantime, I have received a phone call from Adhesive Engineering raising the question about the propriety of such notice of claim. I asked the phone call be confirmed in writing which to date has not been done.

I would appreciate it if you would acknowledge receipt of the claim and advise me of the present status of this matter.

Thanking you for your continued assistance and with kindest personal regards, I remain

Very truly yours,

H. W. Carter

HWC/jf

R[illegible]

NOTED
C. W. HEAD

4710

FILED

NOTED ON CARD
9-8-72 RC

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED

7713

September 6, 1972

Mr. Herbert [illegible]. Carter
Attorney at Law
P. O. Box 2166
Salem, Oregon 97308

Dear Mr. Carter:

This is to acknowledge receipt of your letter of August 31 with enclosures on behalf of your client, Vulcan Steel Company, stating that Adhesive Engineering Company owes them for labor and materials in the amount of $25,017.19.

This appears to be in reference to the Adhesive Engineering Company Contract 7713 for work on the Willamette River (Center Street) Bridge of the Willamina-Salem Highway in Polk and Marion Counties.

The Insurance Company of North America, 222 Sansome Street, San Francisco, California, furnished the performance bond on this contract. We will advise them of the receipt of this claim letter and we will forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP 8 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:fkn
cc Adhesive Engineering Co.
Insurance Co. of N. America
Commission
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

TELEPHONE [illegible]

HERBERT W. CARTER
ATTORNEY AT LAW
P. O. BOX 2166
414 MASONIC BUILDING
SALEM, OREGON 97308

August 31, 1972

Mr. Floyd Query
Secretary, Oregon State Highway Commission
Oregon State Highway Building
Center Street, NE
Salem, Oregon

7713

Dear Mr. Query:

Pursuant to our phone conversation this date, I enclose herewith copy of Subcontract Agreement of Vulcan Steel Company, Salem, Oregon with Adhesive Engineering Company, Construction Service Division, San Carlos, California regarding work now completed by Vulcan Steel Company on the Center Street span of the state highway bridge over the Willamette River in Salem, Oregon.

You will note the contract price for the work performed by my client totals $56,225.00.

Attached to the contract is the Estimate Summary provided the Adhesive Engineering Company by my client, which details and itemizes the matters making up the total contract price.

I also enclose herewith copies of invoices heretofore submitted to Adhesive Engineering Company by Vulcan Steel which have been paid and credited on the total contract price in the sum of $29,207.81.

This leaves a balance owing of $25,017.19, which by this letter and the enclosures I am, on behalf of my client Vulcan Steel Company, making claim on the performance bond on file with the Oregon State Highway Commission by Adhesive Engineering Company to secure payment of materials and labor.

I would appreciate your acknowledgment of this letter and filing of claim for my records.

Thanking you for your assistance in this matter and with kindest personal regards, I remain

Very truly yours,

H. W. Carter

HWC/jf
cc: Vulcan Steel
Adhesive Engineering Company

NOTED
[illegible]

ESTIMATE SUMMARY

CENTER STREET BRIDGE REPAIR

Job MARION-POLK COUNTY

Sheets

Location

Bid Date

Architect

Addendums

Spec's Section

Lbs. Steel

BASE BID			ALTERNATE BID		
Material	4632	57			
Fab. Labor 539 Hrs. @ 10.50	5655	00	Hrs. @		
Erect. Labor Hrs. @ 35410.33	35,410	33	Hrs. @		
Engr. Labor 30 Hrs. @ 10.00	300	00	Hrs. @		
TOTAL LABOR			TOTAL LABOR		
O. H. Fab. @ %			@ %		
O. H. Erect. @ %			@ %		
O. H. Engr. @ %			@ %		
TOTAL OVERHEAD			TOTAL OVERHEAD		
Subsistence Pay Days @			Days @		
Crane 32 Hrs. @	1280	00	Hrs. @		
Hydro Crane Hrs. @			Hrs. @		
Equipment Rental					
Drawings (Outside)					
Freight [illegible]	200	00			
Sub Contracts					
Bolts @.375 [illegible]	2831	78			
TOTAL SUBS			TOTAL SUBS		
Galvanizing lbs. @			lbs. @		
Misc. and Paint	200	00			
Tax — 4% on			4% on		
TOTAL COST OF JOB			TOTAL COST OF ALTERNATE		
G. & A. %			%		
SUB TOTAL			SUB TOTAL		
Profit %			%		
Grand Total 56225	51114	10	GRAND TOTAL		
G.&A	5111	00			
	56225.10				

INVOICE

VULCAN STEEL COMPANY
P. O. Box 5214
Salem, Oregon 97304
Telephone 364-1867

Invoice 1279

Job No. 7220

Cust. Order No.	Shipped Via	Date Shipped	F.O.B.	Terms	Invoice Date
					Aug. 17, 1972

SOLD TO
Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

SHIP TO
Same c/o
Center St. Bridge Repair
Salem, Oregon

Quantity	Description	Unit Price	Amount
	Labor & Materials to complete Contract - 100% Complete:	Final	$3,897.74

INVOICE

VULCAN STEEL COMPANY
P. O. Box 5214
Salem, Oregon 97304
Telephone 364-1867

Invoice 1277

Job No. 7220

Cust. Order No.	Shipped Via	Date Shipped	F.O.B.	Terms	Invoice Date
					Aug. 10, 1972

SOLD TO
Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

SHIP TO
Same c/o
Center St. Bridge Repair
Salem, Oregon

Quantity	Description	Unit Price	Amount
	Labor & Materials to apply to Contract - 92% Complete:	Partial	$18,592.26
		Ck. #15440,8/11/72	846.31
		Bal. Due	$17,745.95

Recap:

92% of Contract	$51,727.00
Material not yet erect.	600.00
	$52,327.26
Less 10% retention	5,232.72
	$47,094.54
Less Scaffold	2,000.00
	$45,094.54
Less previously paid	29,207.81
Net amount due	$15,886.73

INVOICE

VULCAN STEEL COMPANY
P. O. Box 5214
Salem, Oregon 97304
Telephone 364-1867

Invoice 1260

Job No. 7220

Cust. Order No.	Shipped Via	Date Shipped	F.O.B.	Terms	Invoice Date
					July 13, 1972

SOLD TO
Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

SHIP TO
Same c/o
Center St. Bridge Repair
Salem, Oregon

Quantity	Description	Unit Price	Amount
	Labor & Material to apply to Contract - 60% Complete - $33,735.00 Inv. 1242 $800.00 less previously billed Inv. 1246 $18,857.93 less previously billed		$14,077.07
	Ck. # 15440, 8/11		12,669.36
	Please pick up balances owed on Inv. 1242 & Inv. 1246. Bal. Due		$1407.71

INVOICE

[illegible] COMPANY
P. O. Box [illegible]214
Salem, Oregon 97304
Telephone [illegible]64-18[illegible]

Invoice No. 1246

Job No. 7220

Cust. Order No.	Shipped Via / Date Shipped / F.O.B./ Terms / Invoice Date
	June 20, 1972

T O

Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

SHIP TO

Same c/o
Center St. Bridge Repair
Salem, Oregon

Quantity/	Description		/Unit Price/ Amount
	Labor & Material to apply to contract 35% complete		$18,857.93
		Partial Ck# 202020 7/20	9,813.13
		Bal.	9,044.80
		Scaffolding deducted from	2,000.00
			7,044.80
	Mr. Becroft of OSHB has approved this billing.	this check See GJ4 Ck# 15440, 8/11	5,159.01
		Bal. Due	1,1885.7

INVOICE

[illegible] COMPANY
P. O. Box [illegible]
Salem, Oregon 97304
Telephone 364-18[illegible]

Invoice 1242

Job No. 7220

Cust. Order No. / Shipped Via / Date Shipped / F.O.B./ Terms / Invoice Date

May 23, 1972

SOLD TO
Adhesive Engineering Co.
1411 Industrial Road
San Carlos, California 94070

SHIP TO
Same c/o
Center St. Bridge Repair
Salem, Oregon

Quantity/	Description	/Unit Price/	Amount
	Engineering:		$800.00
		Ck. # 15440 8/11/72	720.00
		Bal. Due	80.00

RECEIVED
MAY 1 [illegible] 1972
[illegible]

ADHESIVE ENGINEERING COMPANY
CONSTRUCTION SERVICES DIVISION

1411 Industrial Road, San Carlos, CA 94070

19 South Canal Street, Lawrence, MA 01840

Please sign and return all copies to us.

SUBCONTRACT AGREEMENT

A/E Job No. 90304

To: Vulcan Steel Company
P. O. Box 5214
Salem, Oregon 97304

Subcontractor

Place San Carlos, CA.

Date April 25, 1972

Subcontract 7713-1

Contract No. 7713 (Oregon State Highway Division)

This agreement, entered into between ADHESIVE ENGINEERING COMPANY, as Contractor (with the Owner hereinafter named) and the Subcontractor above named, witnesseth that:

1. The Owner, Architect, date of general contract (Owner's contract with Contractor), structure involved, location of structure, work hereby undertaken by the subcontractor, compensation to be paid to the Subcontractor, and time for completion are:

(a) Owner: Oregon State Highway Commission, State Highway Building, Salem, Oregon 97310
(b) Owner's Architect: Oregon State Highway Division
(c) Date of General Contract: April 4, 1972
(d) Structure: State Bridge No. 123D - Willamette River (Center St.) Bridge
(e) Location of Structure: Willamina-Salem Highway in Polk and Marion Counties
(f) Description of Work Hereby Undertaken by Subcontractor:

Bid Item No. 003 Structural Reinforcement - All labor, equipment and materials required, pursuant to "Structural Reinforcement" section of Special Provisions dated March 30, 1972, copy of which section is attached hereto and incorporated herein.

Estimated quantity of structural steel: 43,000 lbs.

Traffic control to be provided by others. Quantities mentioned herein are approximate; final payment will be based on Owner's final quantities. Contractor will furnish and erect cable rigging, top section only of bridge spans 1 through 7, and planking sufficient to work ~~one~~ Two bay. Subcontractor will move planking as needed for their work and to protect water below from falling material. Cost to Subcontractor: $2,000.00

(g) Compensation of Subcontractor: (Memorandum Subject to 10 % retention under Section 9 hereunder)

Fifty-six Thousand Two Hundred Twenty-Five and no/100ths Dollars ($56,225.00).

(h) Time specified for delivery of subcontractor's materials and completion of his work:

150 calendar days from start of contract (April 19, 1972).

ACCEPTED, upon terms and conditions above stated and on reverse hereof.

Vulcan Steel Company
Subcontractor

By: Isaac Holt (Owner)
Title

Isaac Holt, Partner

ADHESIVE ENGINEERING COMPANY, Contractor

By: Pres.

NOTICE TO SUBCONTRACTORS

THIS SUBCONTRACT MUST BE SIGNED AND RETURNED AT ONCE. Please read this Contract carefully before signing; note the terms of payment which are an essential part of the financing plan of the work. If progress payments are desired, carefully follow Clause 9.

SUBCONTRACT [illegible]

SUBCONTRACT TERMS AND CONDITIONS

2. Subcontractor understands that the materials and/or services [illegible] herein [illegible] for the structure mentioned as about to be erected or in the process of construction or reconstruction, and that time [illegible] of the [illegible] installation, erection and otherwise. If Subcontractor consists of more than one person, Subcontractor's [illegible] hereunder [illegible] specifications for structure, (b) to furnish materials f.o.b. [illegible] site within [illegible] time specified, according to said plans and specifications [illegible] to remove any defective mate[illegible] forthwith on notice [illegible] equipment for hoisting) that may be necessary to do the work [illegible] including the Contractor which is destroyed or damaged by such removals and Architect or Contractor and he shall bear the expense of [illegible] sufficient and necessary safeguards against all injuries and [illegible] replacements, (e) to perform work [illegible] at Subcontractor's [illegible] whatsoever, and to comply with all safety requirements [illegible]

3. Subcontractor will procure insurance policies in [illegible] to the Contractor, protecting against injuries to the public, injuries to workmen (including workmen's compensation insurance), damage to property including that of third parties in [illegible] and under conditions set forth in an insurance appendix which is attached and becomes an integral part of this Subcontract.

Subcontractor will also carry any other insurance necessary in Contractor's opinion for protection of Owner, Contractor and Subcontractor, and will keep all policies in force as long as may be necessary to protect any of the above. Any acceptance of insurance certificates by the Contractor shall in no way limit or relieve the Subcontractor of his duties and the responsibility assumed by him in this Subcontract Agreement.

Subcontractor will furnish Contractor with copies of all accident reports, reporting any accident or injury to any of the employees or agents of Subcontractor used or utilized on this project.

Subcontractor agrees to employ labor in accordance with [illegible] Federal Safety Codes and under conditions satisfactory to the Contractor and to remove from the project any employee or employees [illegible] (and the agreement is made upon such express conditions) to wit [illegible]

4. The Subcontractor specifically obligates itself to [illegible] liability [illegible] damage for any alleged or actual infringement or (a) To indemnify the Contractor against and save it harmless from any [illegible] thereunder; (b) Subcontractor shall protect, hold free and harmless, violation of any patent or patent right, arising in connection with [illegible] employees) from all liability, penalties, costs, losses, damages, expenses, causes of action, defend and indemnify Owner and Contractor (including their [illegible] by any person (including Subcontractor's employees) or damage to property of claims or judgments, (including attorney's fees) resulting from injury to [illegible] performance of work under this contract or Subcontractor's aforesaid indemnity any kind, which injury, death or damage arises out of [illegible] whether active or passive, including Subcontractor's agents, and save harmless agreement shall apply to any acts or [illegible] death or damage to property arising from the sole negligence or willful sub-subcontractors or employees, except that such agreement [illegible] misconduct of the Owner or Contractor and their officers, [illegible]

5. Subcontractor further agrees to protect and [illegible] against all liability for claims and liens for labor, taxes, materials, appliances, equipment, and supplies whatsoever, [illegible] and [illegible] resulting therefrom; and to comply with all laws, ordinances and regulations of all governmental authorities in any manner relating to this work.

The Subcontractor agrees and covenants that money received for [illegible] shall be used solely for the benefit of persons and firms supplying labor, materials, supplies, tools, machinery, equipment, plant [illegible] this project in connection with this Subcontract and having the right to assert liens or other claims against the land, improvements or [illegible] bond or other security posted by Contractor or Owner.

Contractor reserves the right to make payment by joint check [illegible] sub-subcontractors of any person who has [illegible] Contractor reserves the right of determination as to what manner of payment of action against Contractor or Contractor's Surety under any [illegible] shall be made.

6. The compensation payable to the Subcontractor as herein provided [illegible] and other taxes and is not subject to any addition on account of taxes which are now or may hereafter be levied. It is hereby agreed that the Subcontractor is an independent contractor within the purview of the Internal Revenue Code, the Federal Social Security Act, and any and all unemployment insurance laws, both State and Federal, and is solely responsible to the Federal and State Government for all payroll taxes, deductions, and contributions under such laws.

7. Any assignment, subletting or delegation, by operation of [illegible] otherwise, [illegible] whole or in part, by Subcontractor of this subcontract, of the work to be performed or of any claims arising hereunder without [illegible] Contractor shall not recognize or be bound by any assignment of any right to payment earned or to be earned by person [illegible] until Contractor shall receive written notice which [illegible] proves the assignment and identifies the rights assigned. [illegible] Contractor reserves all [illegible] remedies possessed by or available to Contractor by law or under this subcontract [illegible] without limitation the right of set off, to retain moneys, to amend or modify this subcontract, and to assert all other defenses and claims whether or not arising under this subcontract. The making of any assignment by Subcontractor or any consent thereto by Contractor shall in no event relieve Subcontractor or its sureties hereunder of any of their obligations, duties, responsibilities or liabilities.

8. The misplacement, addition or omission of a word or character [illegible] of this agreement or the drawings and specifications. Drawings and specifications are supplementary and are to be taken in conjunction. [illegible] to the Contractor in writing any discrepancy or errors which come to his attention either in the drawings and specifications or on the work at [illegible] Subcontractor's work will be considered evidence of his acceptance of the conditions as being correct and to his approval. The entire responsibility for proper dimensions for prefabrications of any part of the work shall rest with the Subcontractor.

9. The Contractor agrees in consideration of the full and complete performance of said work by the Subcontractor in accordance with the terms and provisions hereof, to pay or cause to be paid to the Subcontractor the sum [illegible] "Compensation and Subcontractor." No progress or other payments shall be due the Subcontractor until ten (10) days after receipt by the Contractor of payment from the Owner for the work of the Subcontractor for which payment is to be made. The Contractor shall retain from progress or other payments hereunder [illegible] Paragraph 1 (g) or, if no retention is stated in Paragraph 1 (g), the percentage specified in the general contract, until after final acceptance of [illegible] and Owner and until ten (10) days after receipt of final retention payment from the Owner. All requests by the Subcontractor for progress payments [illegible] delivered to the Contractor at its principal office on or before the 5th day of the current calendar month for work [illegible] All requests by the Subcontractor for progress payments must be submitted in quadruplicate and in form acceptable to Contractor.

10. Subcontractor shall make no changes in the work nor shall [illegible] additional compensation unless first authorized in writing by Contractor. Contractor may at any time, by written change order, and without notice to the Surety or Sureties on Subcontractor's bond, make changes in the drawings and/or specifications of this Subcontract or in the work to be performed thereunder, within the general scope thereof. If such changes cause an increase or decrease in the work to be done or in the materials to be furnished under this contract, or [illegible] required for its performance, an equitable adjustment shall be made. No increase in compensation of Subcontractor or extension of time for performance [illegible] allowed unless [illegible] contractor makes application therefor in writing to Contractor within twenty (20) days from the date on which he is directed to perform the [illegible] ordered by such change. No such change shall excuse Subcontractor from proceeding with the prosecution of the work as so changed.

11. The Subcontractor understands that this agreement is a subcontract under a general contract, which includes plans and specifications and details illustrative thereof, between the Owner above named and the Contractor for the [illegible] by the Contractor of the structure above described and that he [illegible] bound by each and all of the terms and provisions of [illegible] The Subcontractor hereby expressly assumes and promises to perform for the benefit of the Contractor and Owner [illegible] toward the Owner in said general contract, the specifications and the plans insofar as [illegible] in the subcontract. Any indemnities or bonds provided in said general contract are hereby assumed by the Subcontractor [illegible] performance bond in an amount equal to full subcontract price and a payment bond in an amount equal to the full [illegible] a Surety or Sureties and in form satisfactory to the Contractor and Owner conditioned upon faithful performance by him of each and [illegible] to be borne by Subcontractor if not properly chargeable to the Owner under the general contract. Contractor reserves the right to [illegible] and payment bonds on any subcontract even though not required by general contract.

12. The word "Architect" as used herein refers to anyone appointed by the Owner to supervise on his behalf the work of the Contractor.

13. During and on completion of Subcontractor's work [illegible] clean up will be made, as directed by Contractor's superintendent. If cleanup work is not accomplished in a timely and satisfactory manner, Contractor shall [illegible] to Subcontractor's account.

14. Subcontractor, if requested by Contractor, shall [illegible] payrolls in the manner prescribed by the Contract Specifications or any Modifications thereto. Contractor reserves the right to require [illegible] application for progress payments and on final settlement if deemed necessary. In such case no payment will be [illegible] has been checked and approved by our Accounting Department as to sufficiency of material releases.

15. Time is the essence of this agreement. Acceptance of this subcontract is [illegible] that Subcontractor has, or can obtain, all materials, equipment, manpower, etc. necessary to avoid any delays in the construction schedule. All work under this subcontract must proceed rapidly and in the most diligent manner possible and must be completed in sufficient time to allow the trades following to complete their work without [illegible] or disadvantage. Subcontractor [illegible] not to delay any portion of his work because of disputes relating to the interpretation of [illegible] for extra work not agreed upon or other things of like nature. Subcontractor shall [illegible] overtime including weekends if necessary without [illegible] providing any delay [illegible] due to Subcontractor [illegible] in providing sufficient manpower, materials or equipment. [illegible] under this contract causes the Contractor to incur loss by way of liquidated damages or otherwise, Subcontractor will [illegible] Subcontractor agrees to notify Contractor, in writing, of anticipated delays in the performance of the work and to [illegible] the condition upon which the Owner permits extension of time in its contract with the Contractor [illegible] Contractor will apply for such extension.

16. If the Subcontractor refuses or fails to prosecute the work [illegible] diligence within the time schedule specified herein, or fails to promptly pay for all labor [illegible] fails to comply with any of the provisions hereof or if Subcontractor [illegible] Subcontractor, may terminate the Subcontractor's right to proceed with the work [illegible] by written notice to [illegible] contract or otherwise, and the Subcontractor and the Sureties upon the Subcontract [illegible] the same to Contractor [illegible] by Contractor thereby. If the Subcontractor's right to proceed is so terminated, the Contractor [illegible] any excess cost [illegible] materials, appliances, plant and equipment of Subcontractor as may be on the site of the work [illegible] in the completing of the work.

17. Subcontractor shall comply with all of the provisions of [illegible] executed by or on behalf of Contractor. Contractor shall have no liability to Subcontractor for any costs, expenses or liability resulting [illegible] caused arising out of a labor dispute or controversy.

18. The Subcontractor agrees to be bound by and comply [illegible] Employment Practices Provisions and Regulations of Federal, State or other Governmental authority having [illegible] 11246 of September 24, 1965, and Title VII of the Civil Rights Act of 1964, including amendments or revisions [illegible] the provisions required [illegible]

19. If any Renegotiation Act [illegible] to this contract [illegible]

20. Subcontractor agrees to be bound by and comply [illegible] will receive 50 [illegible] of the total [illegible] provided in Section 24-03 of

21. For force account [illegible] State of California Standard Specifications.

RECEIVED
JUN 13 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 7, 1972

TO Memorandum to the File

FROM R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT
Willamette River (Center St.) Br.-Salem
Contract 7713
Notification to Coast Guard Beginning of Work

On this date I contacted Mr. Ed Shields of the Coast Guard Office in Seattle and informed him that work has begun on the subject project, and that I will include the monthly forecast of work to be done on the project with similar reports for other projects which are submitted to him each month.

Mr. Shields is concerned mainly with the time when work will be in progress in the main span. I told him the monthly forecast will include a general statement as to where work will be done during the period and specifically the approximate dates during which work will be performed in the main span. Mr. Shields indicated that this will be satisfactory for his requirements.

RWE/ag

cc A. E. Johnson
~~J. B. Boyd~~
D. Beecroft
J. Gix

NOTED
A. E. JOHNSON

NOTED
A. E. JOHNSON

RECEIVED
JUN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible]
FOR [illegible]

7713

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 375
16 May 1972

cy [illegible] 5-14-72

[illegible]

Oregon State Highway Division
Attn: Mr. P. E. Johnson
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

In further clarification of your permit for painting scaffolding, etc. on the Willamette River bridge at Salem, Oregon, your proposal for a moored barge and shrouds is approved, with the following stipulations:

1. The barge shall show daymark and night lights according to the nautical "Rules of the Road."

2. The barge mooring lines shall be marked at night with white lights visible at least one mile, and during the day with suitable flagging or other material.

3. The barge shall be removed from the principal span during the weekend unless the contractor is working each day.

4. The barge shall be removed from the principal span on the approach of a tug with tow, when so requested. The mooring lines shall be either lowered to the bottom or removed to prevent the towline, tow, or other parts from snagging or otherwise becoming fouled.

This approval applies only to the mooring of vessel, staging, etc., insofar as it obstructs or hinders navigation. This approval does not authorize discharge of any material into the water, or any other activity under the jurisdiction of agencies having authority over fisheries, water quality, noise or like effects.

Sincerely,

F A Goettel

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
MAY 1[illegible] 1972

7713

May 12, 1972

Commander (OAN)
U.S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention: Captain F. A. Goettel

Dear Sir:

Willamette River (Center Street) Bridge
Salem, Oregon
Oregon State Highway Contract 7713

Your letter of April 18 requested additional information concerning the contractor's proposal to use a barge for collection of material sandblasted from the subject bridge. Enclosed are a letter and sketches indicating the contractor's method of barge anchorage.

Information was also requested about the waste material resulting from the sandblasting. By use of shrouds covering the work area and a barge anchored below as a collecting system, it is anticipated that only a minimal amount of material resulting from the sandblasting will find its way into the river. Because of the varying condition of the existing paint and varying degrees of sandblasting required to remove the blistered paint and rust from the structural steel, it is difficult to analyze the composition of the material resulting from the sandblasting operation. It is our estimate that approximately 70 percent of this material will be sand and approximately 30 percent will be old paint and rust.

Again, I must say we anticipate that through use of the collection system proposed only a minimal amount of this mixture will find its way into the river.

I trust this information will be sufficient to allow your issuance of a permit for use of the barge as proposed in the attached letter and drawings. Your cooperation in this matter is sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
J. B. Boyd
John Jenkins

RWE:ag ja

A
BEMIS
ASSOCIATE

ADHESIVE ENGINEERING COMPANY
1411 INDUSTRIAL ROAD SAN CARLOS, CALIFORNIA 94070
PHONE (415) 592-7900 TELEX 34-8459

May 2, 1972

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: Mr. D. Beecroft, R. E.

Subject: Contract #7713

Gentlemen:

Adhesive Engineering Company respectfully submits the enclosed drawings to assist in applying for a Coast Guard permit for the purpose of locating a work barge in the navigable waterway at the Center Street Bridge.

The enclosed drawings show the job site location, the plan and elevation of the Center Street Bridge with the approximate current waterline indicated and the typical location of the work barge between spans.

The barge is approximately 111 feet by 35 feet in size with a draft of two feet unloaded. The barge capacity is 45 tons. However, the anticipated load would not exceed 10 tons.

The barge is to be anchored to the bridge piers. A white navigational light with a two-mile visibility and a black ball shall be located on a mast at the center of the barge. White navigational lights shall be placed along the length of the anchorage lines.

It is anticipated that each span on the bridge will be occupied by the work barge for approximately one month.

We trust that this information will be helpful in securing a permit to anchor a barge at the jobsite.

We shall be pleased to furnish any additional details as may be required by the Coast Guard for this permit.

Thank you for your cooperation.

Very truly yours,

ADHESIVE ENGINEERING COMPANY

Original Signed by John E. Curtis

John E. Curtis
Manager of Operations

JEC:nr

Attachments

3 copies letter
4 copies plans

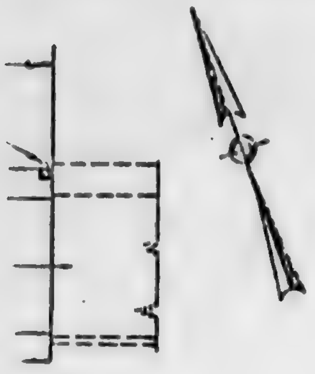
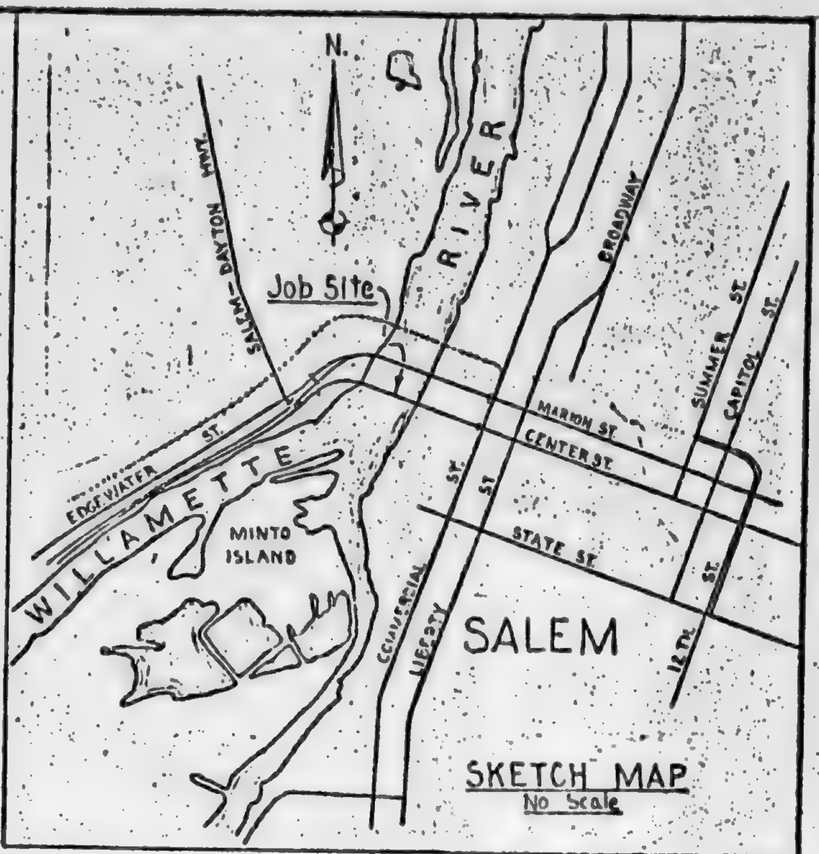
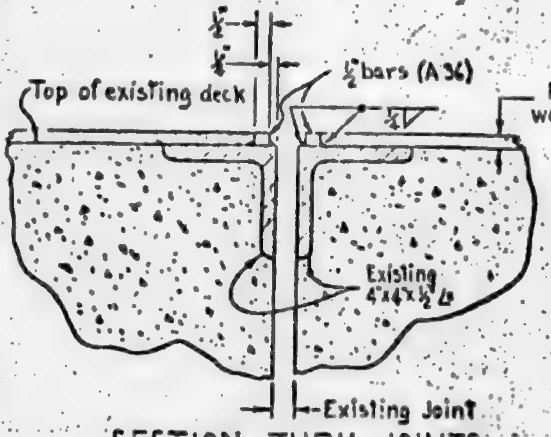


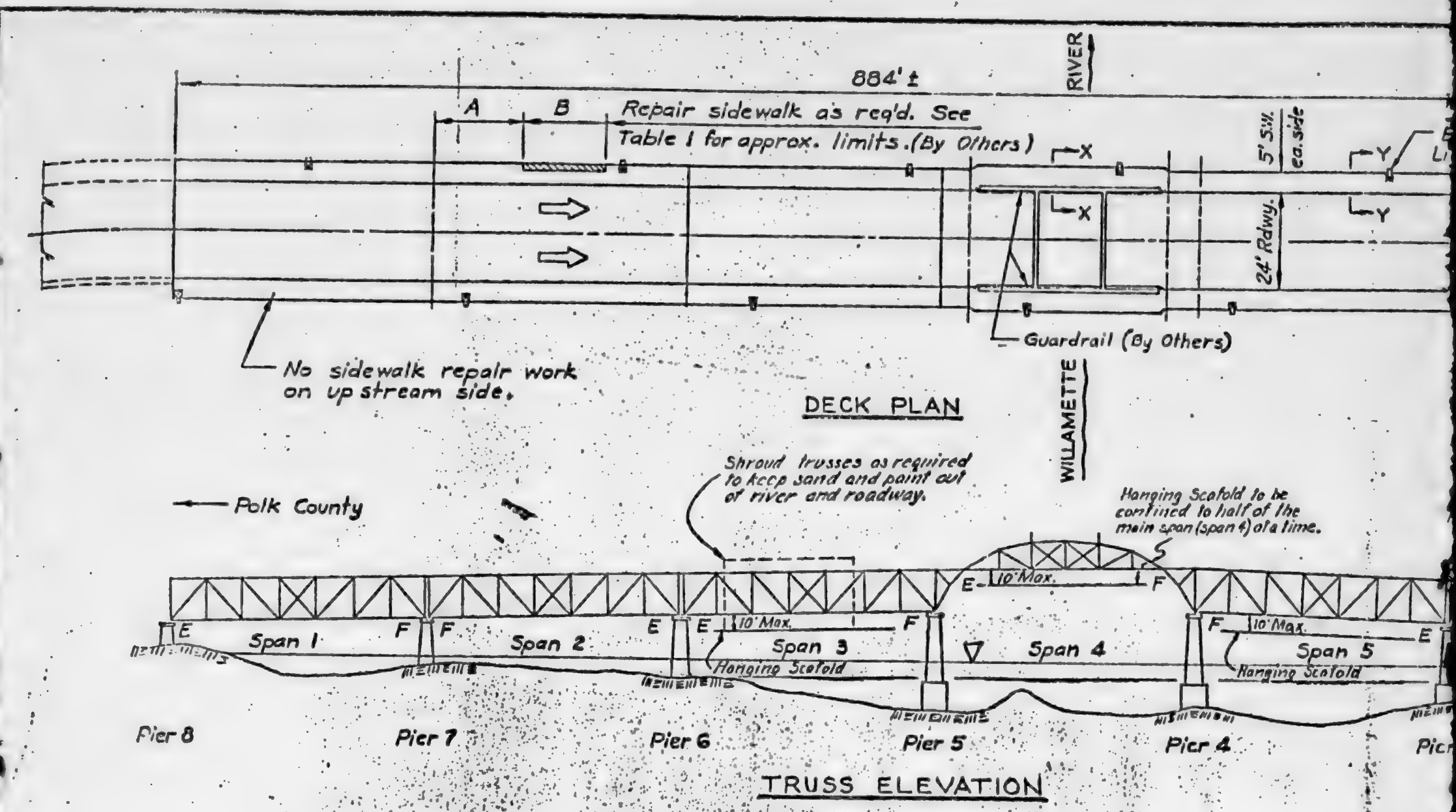
TABLE 1		
Span	A (ft.)	B (ft.)
1	26	4
	49	10
2	16	12
	50	4
	100	6
3	16	5
	38	5
	47	7
	59	5
	93	3
	105	5
	140	2
4	85	9
	100	7
5	3	8
	28	20
	60	8
	71	6
	91	20
	128	2
6	33	12
	61	4
	76	8
	89	4



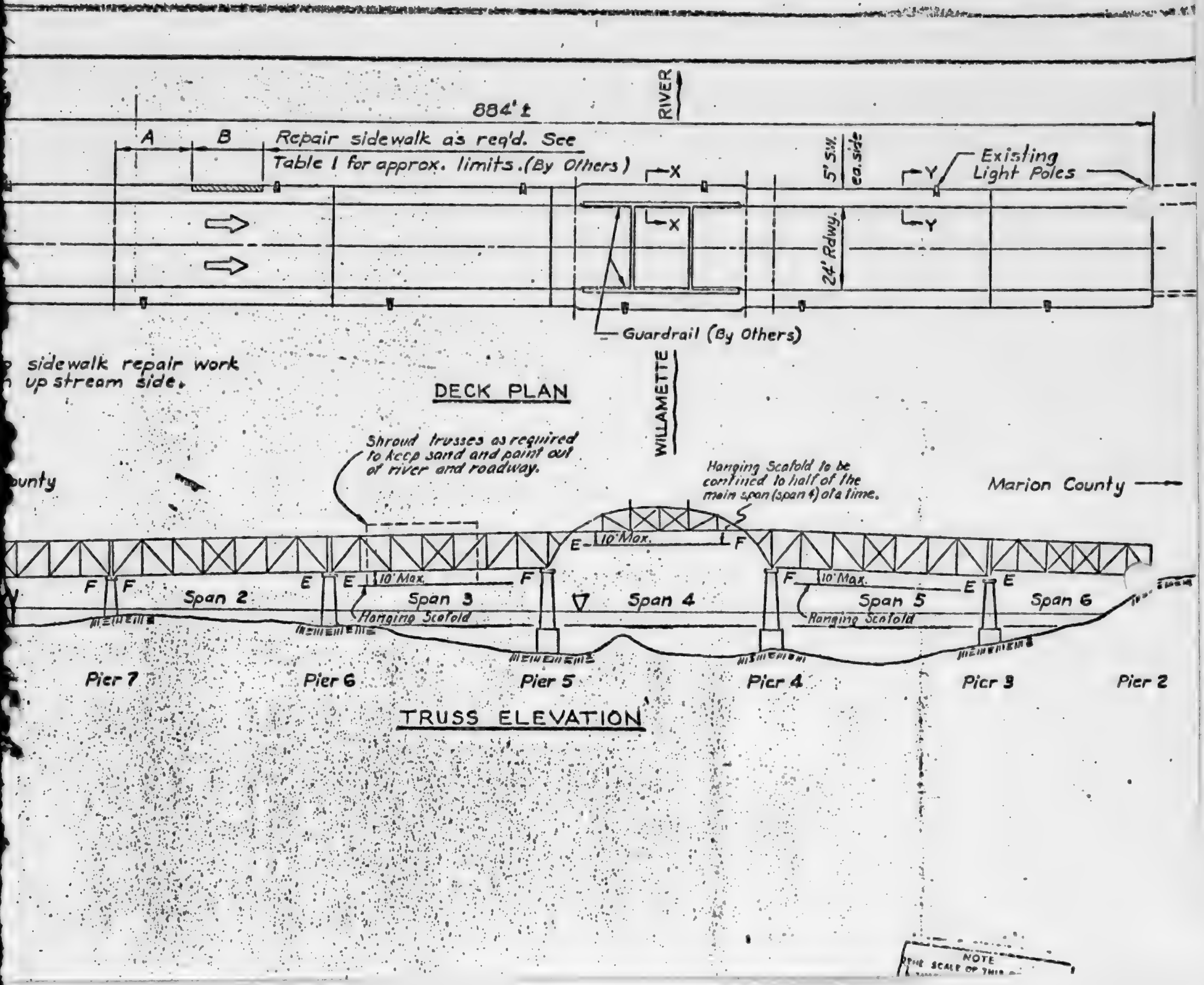
SKETCH MAP
No Scale



SECTION THRU JOINTS
(By Others)

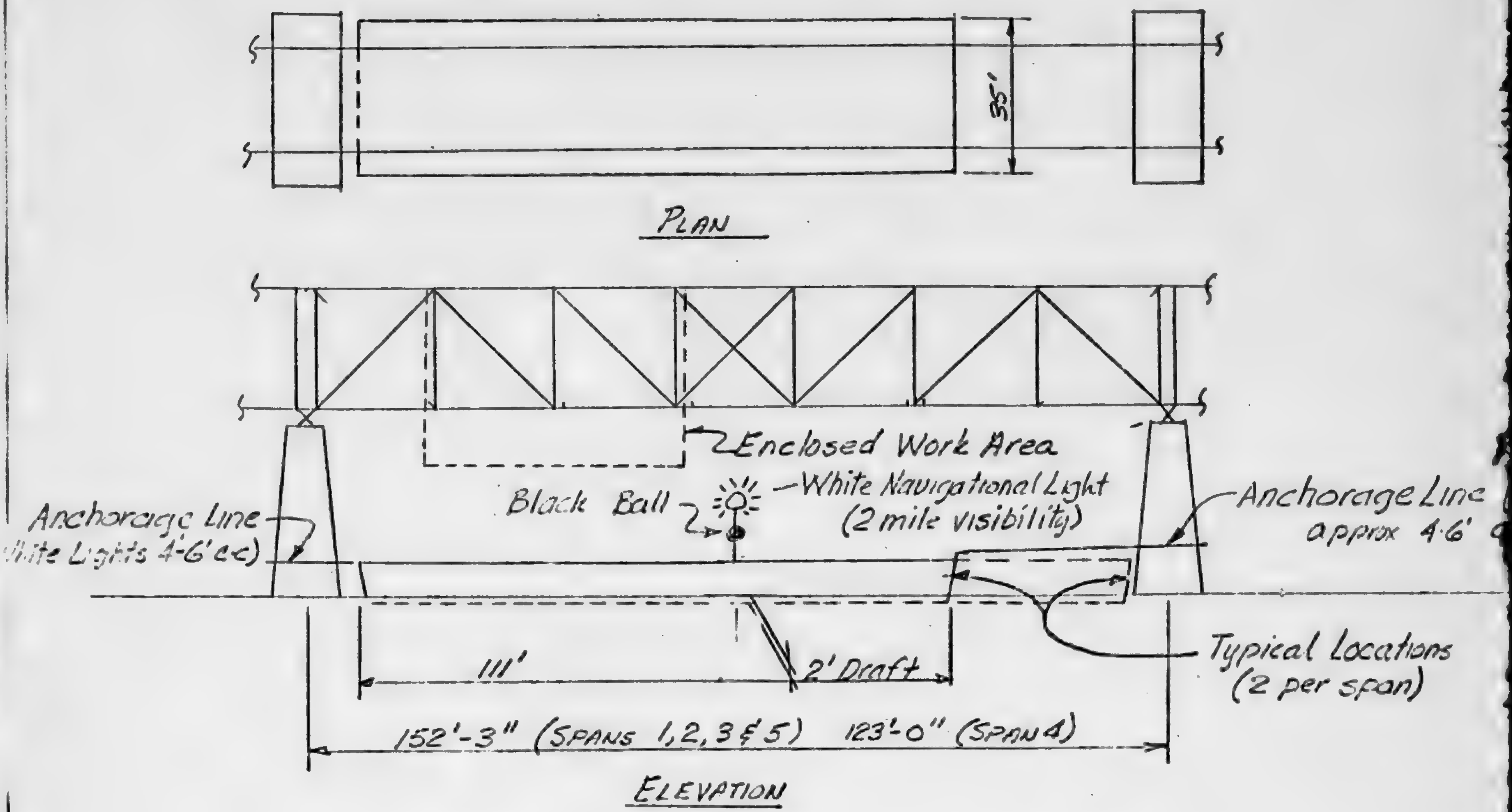


884' ±
RIVER
A
B
Repair sidewalk as req'd. See Table 1 for approx. limits. (By Others)
X
X
5' S/W ea. side
Y
Y
24' Rdwy.
Guardrail (By Others)
No sidewalk repair work on upstream side.
DECK PLAN
WILLAMETTE
Polk County
Shroud trusses as required to keep sand and paint out of river and roadway.
Hanging Scafold to be continued to half of the main span (span 4) at a time.
10' Max.
10' Max.
10' Max.
E
F
F
E
E
F
E
F
F
E
Span 1
Span 2
Span 3
Span 4
Span 5
Hanging Scafold
Hanging Scafold
Pier 8
Pier 7
Pier 6
Pier 5
Pier 4
TRUSS ELEVATION



DECK PLAN

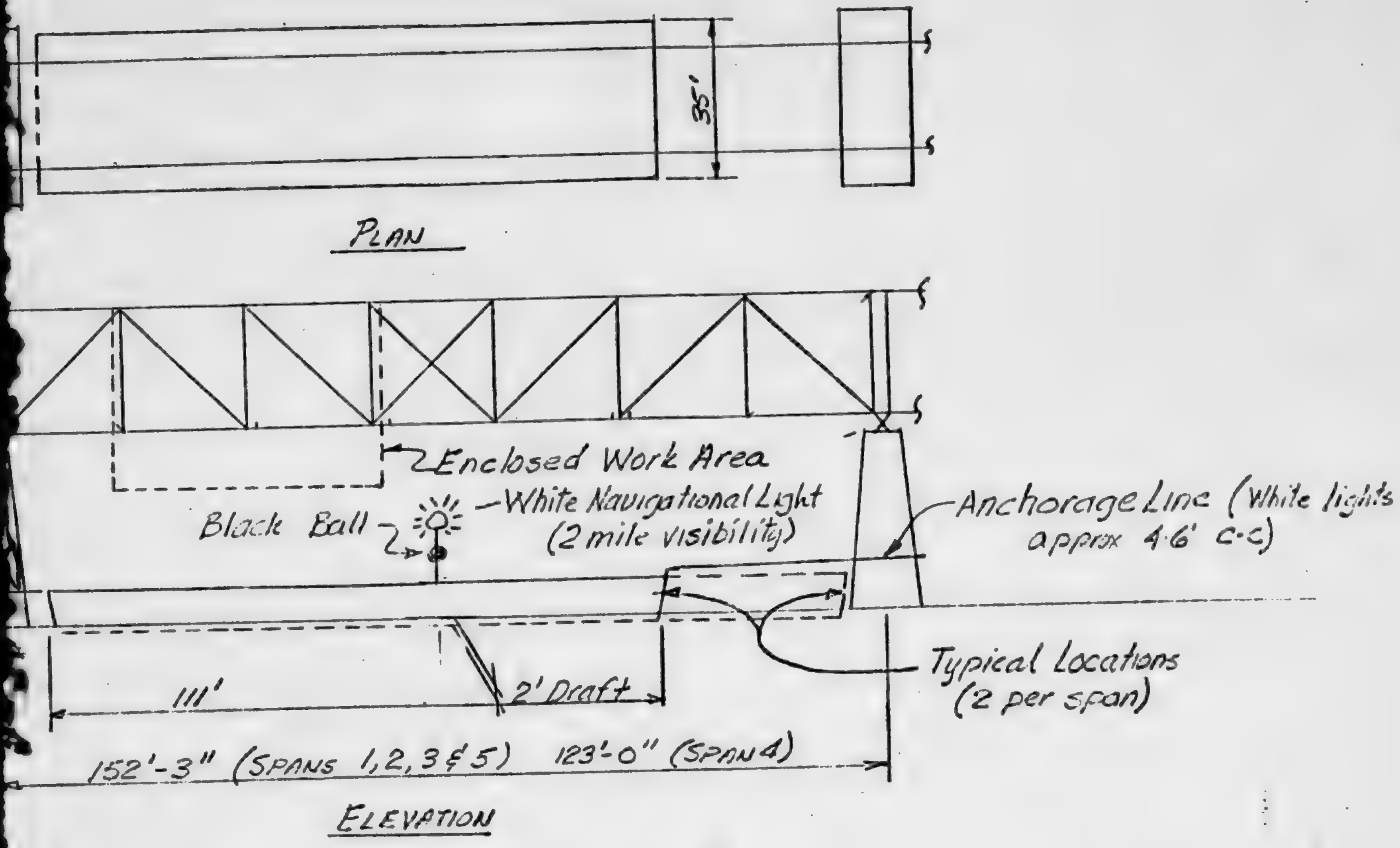
TRUSS ELEVATION



CENTER ST. BRIDGE - REPAIRS AND PAINTING

LOCATION OF BARGE IN WORK AREA
Scale 1" = 30' (Approx.)

ADM
SAN CA
MAY 1



CENTER ST. BRIDGE - REPAIRS AND PAINTING

LOCATION OF BARGE IN WORK AREA
Scale 1" = 30' (Approx.)

ADHESIVE ENGINEERING
COMPANY
SAN CARLOS CALIF 94070
MAY 1 1972 J.E. CURTIS

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MAY 11 1972
FOR FILING

7713

Salem, Oregon
May 10, 1972

Contract No. 7713
Adhesive Engineering Company
Willamette River (Center Street)
Bridge
Willamina-Salem Highways
Polk and Marion Counties

Mr. J. B. Boyd
Regional Engineer
Region 2
Salem

Attached are two copies of Liberty Mutual Insurance Company Certificate of Insurance covering Policy Nos. LG1-641-004017-031 and LE1-641-004017-011 concerning the above contract.

This certificate has been checked by the Legal Office and appears to meet the requirements as specified in the Special Provisions.

One copy is for your records and the other may be forwarded to the Project Engineer. The original certificate is on file in this office.

Floyd Query, Secretary

kl

bc Walt Hart

[illegible]
MAY 1 - 1972
FOR FILING

7713

April 28, 1972

Adhesive Engineering Company
1611 Industrial Road
San Carlos, California

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7713 for bridge repair and painting on the Willamette River (Center Street) Bridge of the Willamina-Salem Highway in Polk and Marion Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Insurance Co. of North America
222 Sansome Street
San Francisco, California

Attention: Bond Department

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
W. E. Sandquist

RECEIVED
APR 5 - 1972
FOR FILING

7713

April 4, 1972

Adhesive Engineering Company
1411 Industrial Road
San Carlos, California 94070

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7713 in the amount of $235,750 for work on the Willamette River (Center Street) Bridge of the Willamina-Salem Highway in Polk and Marion Counties.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc C. T. Kessey
Walt Hart
J. B. Boyd
W. E. Sandquist
Wm. Geibel (S.IF)

1859

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

7715

March 23, 1972

cc's sent 3/27/72

E. S. Hunter
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
J. B. Boyd (2)
L. W. Rulien(2)

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

This is in reply to your letter of January 18, 1972, regarding our interest in the following projects:

1. Center Street Bridge Section, Willamina-Salem Highway, Polk and Marion Counties
2. Mary S. Young State Park, Clackamas County

We concur with the comments sent to you by the Fish Commission of Oregon regarding this proposed construction.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

ROK:ae

cc: Director FCO

FORM E 30

7113

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Willamette River (Center St.) Bridge
Willamina-Salem Highway
Polk and Marion Counties

To:

Mr. C. G. Swenson
Specifications

BUILDING

NOTED
A. E. JOHNSON

The U. S. Coast Guard has required by letter dated March 8, 1972, that scaffolding placed for work under the Center Street Bridge be marked with red lights for navigation purposes. A copy of the letter is attached. This requirement should be added to the special provisions for this forthcoming project. Suggested wording for this requirement is as follows:

> "The lowest side of all scaffolding over the river shall be marked with a series of red lights spaced no more than 40 feet apart. The existing green centerline lights on the bridge shall be extinguished in each span containing scaffolding while scaffolding is in place. Navigation lighting shall be returned to the permanently approved lighting as the scaffolding is removed."

The above would probably be entered in the Special Provisions under Section 105 - Control of Work.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JD:dh
Attachment

cc A. E. Johnson
W. J. Hart

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

H

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

7713

3271
Serial 188
8 March 1972

Oregon State Highway Division
Attn: Mr. A. E. Johnson,
Asst. State Highway Engineer
Highway Building
Salem, Oregon 97310

Cy - Bridge
3-10-72

Gentlemen:

Your letter of 11 February 1972, concerning maintenance work to the Center Street Bridge over Willamette River Mile 84.5, Salem, Oregon was received. Your proposal for scaffolding, to be in place during maintenance work, was circulated to the navigation industry for review. Response indicated no objection to the proposal.

The scaffolding you propose for maintenance of the bridge is approved as submitted. The lowest side of all scaffolding over the river shall be marked by a series of fixed red lights spaced no more than 40 feet apart, and be visible to the mariner. The green centerline lights shall be extinguished while scaffolding is in place. Navigation lighting shall be returned to the permanently approved lighting as each span maintenance is completed and the scaffolding removed.

Please advise this office sufficiently in advance of scaffolding installation and removal so that appropriate Notice to Mariners will be circulated.

Sincerely,

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

3/30/72

Cy - Al Rear -
Please furnish
cy to Res. Engr. and
alert him to furnish
you the requested info.

AEJ

NOTED
A. E. JOHNSON

RECE
MAR
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

7713

3271
Serial 140
16 Feb 1972

Oregon State Highway Division
Attn: Mr. A. E. Johnson
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

5c1

Your letter of 11 February 1972, concerning repairs to the Center Street Bridge (Bridge No. 123D) over Willamette River in Salem, Oregon has been received. The drawings were referred to the navigation industry for review. A reply was requested by 3 March 1972. You will then be informed concerning the adequacy of clearance allowed.

During the period the scaffolding is in place, a series of fixed red lights should be displayed from the lowest side of scaffolding, spaced approximately 40 ft. or less apart, so as to best be visible to any mariners. This will apply to all spans, i.e. the auxiliary as well as principal spans. For the principal span, the amount of falsework or scaffolding to be allowed at a given time will be specified after reply is received from the navigation industry. Also, the specific navigation lights on this span will be specified at that time.

Sincerely,

F. A. Goettel

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

RECEIVED
FEB 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 14 1972

FOR FI

Maint
Bridges
[illegible]

Salem

February 11, 1972

Commander
U.S. Coast Guard (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Re: Willamette River (Center Street)
Bridge, Salem, Oregon
River Milepoint 84.5
Bridge No. 123D
Maintenance Work

It is planned to let a contract for maintenance work on the Center Street Bridge across the Willamette River in Salem, Oregon on March 30, 1972.

The work will consist of repair to the floor beams and stringers which support the deck, as well as the painting of all structural steel. This is routine maintenance work and will not change the type of structure or the permanent clearances provided for navigation.

To accomplish this work, the use of scaffolding hanging below the trusses will be required. As shown on the attached drawing, this scaffold will be limited to a maximum of ten feet below the bottom of the trusses. In the main span it will be further limited to use in half of the span at a time, which will allow navigational interests the use of one-half of the main span without vertical restriction at all times. It is anticipated that the work in the adjacent spans will proceed concurrently with work in the main span. Hanging scaffolding in the adjacent span will also be limited to a maximum of 10 feet below the trusses. Temporary construction clearances will be as shown on the attached drawing.

This preliminary information is to advise you of our proposed project. It is intended that specific information regarding the actual time of performing the work will be forwarded to you after award of the contract.

Please advise if more information or an additional application is required.

Very truly yours,

George M. Baldwin
Administrator of Highways

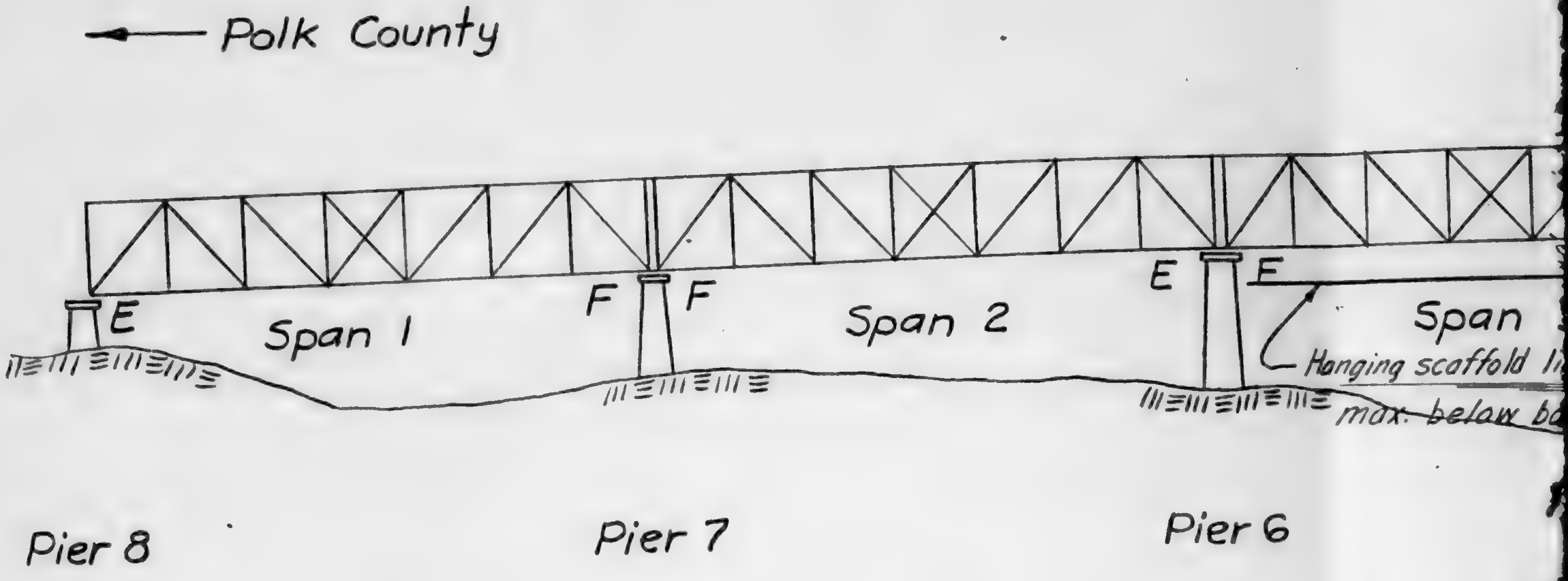
By

A. E. Johnson
Assistant State Highway Engineer

Attachment

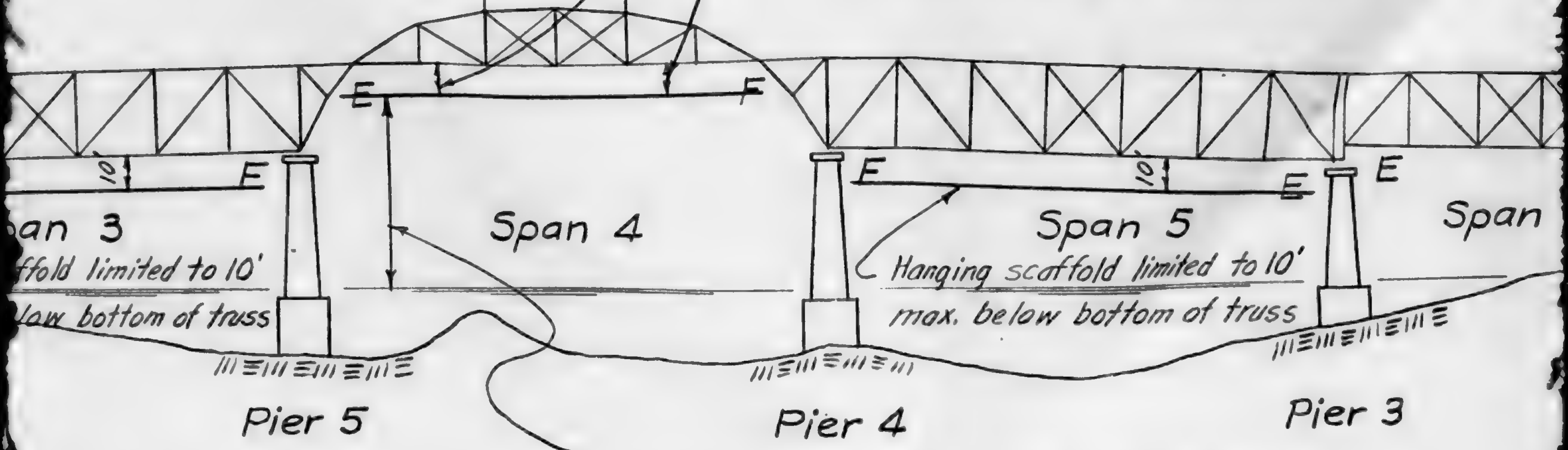
bc George M. Baldwir
Tom Edwards
F. B. Klaboe
E. S. Hunter
Walt Hart
L. H. Young
R. N. Bothman
J. B. Boyd

RWE:ag ja


Polk County
E
F
F
Span 1
E
E
Span 2
Span
Hanging scaffold li
max. below bo
Pier 8
Pier 7
Pier 6

TRUS

Note: Hanging scaffold limited to a maximum of 10' below bottom of truss.
Work to be confined to half of main span (Span 4) at a time.
This leaves other half unrestricted for navigation.



ffold limited to 10'
low bottom of truss

Hanging scaffold limited to 10' max. below bottom of truss

RUSS ELEVATION

Impaired clearance during construction:
(Limited to half the span at a time)
Vert:
L.W. 58'
H.W. 23'
Horiz:
None

APPROVED:

BRIDGE ENGINEER

OREGON STATE HIGHWAY D
BRIDGE DIVISION

CENTER STREET
REPAIR OF TRUS

MARION-POLK CO.

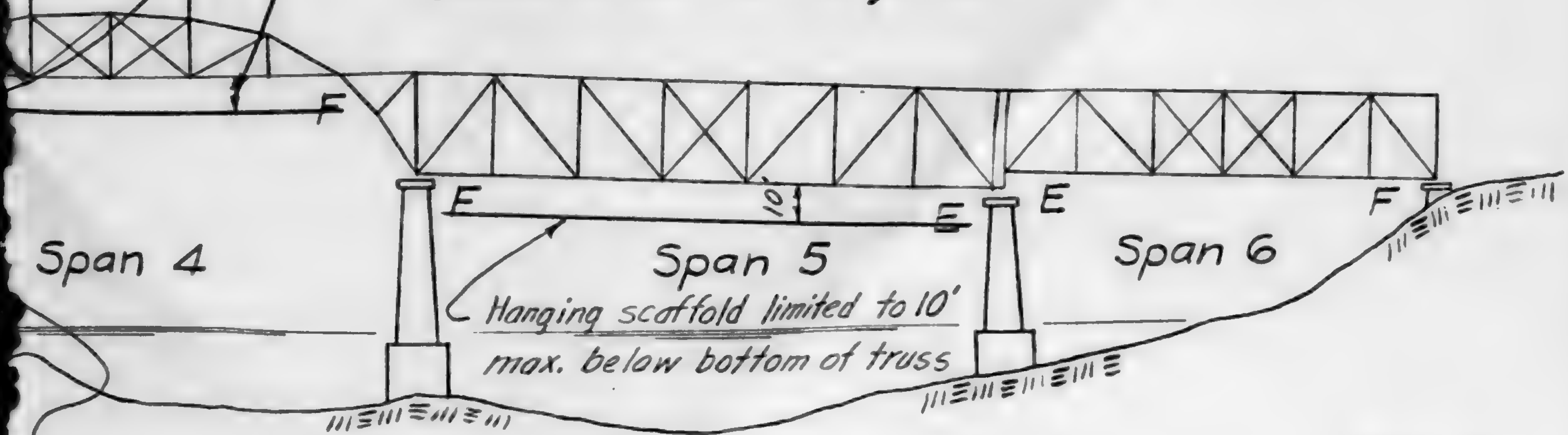
IMPAIRED NAVIGATION C

DATE 2-4-72 BRIDGE NO. 123D

DRAWING

Note: Hanging scaffold limited to a maximum of 10' below bottom of truss.
Work to be confined to half of main span (Span 4) at a time.
This leaves other half unrestricted for navigation.

Marion County →



Hanging scaffold limited to 10' max. below bottom of truss

Impaired clearance during construction:
(Limited to half the span at a time)
Vert:
L.W. 58'
H.W. 23'
Horiz:
None

PROVED:

RIDGE ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

CENTER STREET BRIDGE
REPAIR OF TRUSS SPANS

MARION-POLK CO. SALEM, ORE.

IMPAIRED NAVIGATION CLEARANCE

DATE 2-4-72 BRIDGE NO. 123D

DRAWING NO. B-472

RECEIVED
[illegible]

[illegible]

7713

February 16, 1972

Oregon State Highway Commission

Gentlemen:

The Center Street Bridge (Willamina-Salem Highway) in Salem has had stress analysis studies, inspections for condition, and various emergency repairs over the past several years, and is in need of immediate attention.

The work proposed will consist of strengthening the structural steel members to eliminate overstress, stringer straightening, sidewalk and deck repair, and structure painting. The total estimated cost for this project is $300,000.

I recommend that this bridge repair and painting project be let by contract at the March 30 bid opening and request your authority to proceed by adding the expenditure to the current State Construction Program.

This will be an item on the agenda for your consideration at the February 22 meeting.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
A. E. Johnson
W. J. Hart
L. H. Young
V. E. Skoog

BLG:js ms
Gary Ross
Gary Sund

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone [illegible]~~

7713

JAN 19 1972

FISH COMMISSION
__Director ____
__Asst. Director ____
__Fiscal Officer ____
__Spec. [illegible] ____
__Auditor ____
__Licenses ____
__Fish Culture ____
__[illegible]ch ____
✓ Engineering Carnegie
__Water Res. ____
__[illegible]-Ed. ____
__ ____
__Surname ____

~~January 18,~~ 1972
1-24-72

Mr. Thomas E. Kruse
Acting State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc: E.S. Hunter
L.H. Young
W.J. Hart (2)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (2)
J.B. Boyd (2)
L.W. Rulien (2)

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting March 30, 1972.

1. Center Street Bridge Section
   Willamina-Salem Highway, Polk and Marion Counties — See VII-Br.-Gen. 3-6-62
2. Mary S. Young State Park
   Clackamas County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

NOTED
E. S. HUNTER

RECEIVED
JAN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Donald L. [illegible]
for Frank L. Hall
Design Engineer

S.N.R. 1-24-72

Enclos.

Dear Frank,
#1. Center St. Bridge should have no fishery conflicts provided river water quality is maintained.
#2. If pump intake is installed below streambed line as shown in sketch, there should be no fishery conflicts. But if intake is above gravel bed there will be screening criteria requirements to prevent fingerling fish from entering the pump.
Burt

7714 Route I-5 Motor Service Signing 1972
Proj., Pacific Hwy. from Wilsonville
to Albany

OSHD (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO. 10	REPORT NO. 3	COUNTY Washington Linn, Clackamas, Marion	DIVISION Oregon
DATE OF REPORT 2-13-73	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. I-5-4(72)227 I-5-5(56)262
COMPLETION DATE 7-9-72	ACCEPTANCE DATE BY CONTRACT AGENCY 9-7-72	TIME ELAPSED 116 %	CONTRACT TIME 7-1-72 specified time
APPROVED EXTENSIONS None	LOCATION Interchanges on I-5 - Stafford Road, Wilsonville Brooks, Sunnyside, Murder Creek, Covallis-Lebanon		

***The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.**

***A copy of the State's materials certificate is attached to the Division office copy of this report.**

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 20 1973
REGIONAL OFFICE

INTERSTATE 5 - PACIFIC HIGHWAY
Motor Service Signing Project

The work performed under this contract consisted of the following work on the Pacific Highway from the City of Wilsonville to the Corvallis-Lebanon Interchange.

1. Construction of signs and sign structures.
2. Performance of such additional price agreement work as is called for by the specifications and plans.

The project was completed on July 9, 1972. The project had a specified completion date of July 1, 1972. Liquidated damages of $240 have been assessed.

The final cost of the project was $18,777.55, a 17% underrun. Information of the overruns and underruns are on file in the Division office.

NOTED
H. S. COULTER

2-23-73

RECEIVED
STATE HWY ENGR
FEB 22 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

***NOTE: Not applicable for direct federal projects.**

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY BUREAU OF PUBLIC ROADS**
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl	SIGNATURE Vernon V. Cusack Assistant Division Engineer
TITLE Area Engineer — DATE 2-16-73	TITLE Acting Division Engineer — DATE FEB 20 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 19, 1973

TO

G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
Nos. I-5-4(72)227 &
I-5-5(56)262

[illegible]
R. D. ASBURY

FROM

L. H. Young
Programing Engineer

SUBJECT

Request: Federal-aid Project Acceptance

Contract 7714 Work Completed July 9, 1972

Project Route I-5 Motor Service Signing

Highway Pacific

Counties Washington, Clackamas, Marion & Linn

Acceptance: State Highway Commission September 7, 1972

Federal Highway Administration July 25, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-490
Contractor Wage Certification

JK:dqk

cc: V. E. Skoog

RECEIVED

FOR FILING

7714

November 2, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06105

Gentlemen:

A post-final payment for $240 will be made to Coral Corporation on Contract No. 7714 for the Route I-5 Motor Service Signing Project on the Pacific Highway in Washington, Clackamas, Marion and Linn Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $20,334.83 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ke

cc Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97027

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: W. L. Honner
L. W. Rulien
J. B. Boyd

5

RECEIVED
[illegible] 1972
FOR FILING

7714

October 20, 1972

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

u32

Gentlemen:

The Oregon State Highway Division has granted your request for an eight-day extension of time which waives all liquidated damages on Contract No. 7714 for the Route I-5 Motor Service Signing Project on the Pacific Highway in Washington, Clackamas, Marion, and Linn Counties.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: F. B. Klaboe
A. E. Johnson
C. W. Head
W. J. Hart
V. E. Skoog
L. H. Young
J. B. Boyd
V. L. Gallagher

RJW:ag dps

5

7714

DATE October 20, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

Extension of Time, Contract No. 7714
Route [illegible] Motor Service Signing

SUBJECT Coral Corporation, contractor for the subject installations in Washington, Clackamas, Marion, and Linn Counties, has requested additional time to complete the contract work without the assessment of liquidated damages.

The contractor cites extra work required under Price Agreement No. 1 as the reason for his failure to complete the work on time.

The contract was awarded April 4, 1972, with a specified completion date of July 1, 1972. The project was completed July 9, an overrun of eight days.

All of the original contract work was completed by the specified completion date, but the work required under Price Agreement No. 1 did not leave sufficient time for the contractor to submit and receive approved shop drawings and make the necessary installation within the specified period. Since this extra work was beyond the control of the contractor and was the only reason for the overrun, the contractor is entitled to an eight-day extension of time.

Based on the above, I have granted the contractor an eight-day extension of time which waives all liquidated damages.

This is a Federal-aid project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the October 31, meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
W. J. Hart
V. E. Skoog
L. N. Young
J. B. Boyd
V. L. Gallagher
Gary Ross
Gary Sund

RJW:ag dps

RECEIVED
AUG 29 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7714 Contractor Coral Corporation

Highway Pacific

Section Route I-5 Motor Service Signing

Kind of Work Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

All of the overrun in time was due to a plan change, which is a basis for a time extension. Grant eight days for extra work required under Price Agreement No. 1.

Recommended for Approval:

Division Engineer

Walter J Hart
Construction Engineer or Bridge Engineer

Asst
State Highway Engineer

Contract No.	7714
Project designation (State-Federal)	I-5-4(72)227 I-5-5(56)262
Date awarded	April 4, 1972
Work started	June 5, 1972
Per cent completed (Date)	100% July 9, 1972
No. of Workdays Allowed	July 1, 1972
No. of Workdays Used	July 9, 1972
No. of Added Workdays Requested	8 ~~XX-XXXXX~~

SP*8296-734

F-330 (Rev)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 4, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 99 days, within which to complete our Contract No. 7714, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

All work required by the original contract and price agreement number 2 was completed by the specified date, however, the work to be done under price agreement number 1 was not completed until July 9, 1972. Article 108.09 (d) permits an extension of contract time for extra work

Respectfully submitted,

Coral Corporation
Contractor

By Douglas P. Daniels
Douglas P. Daniels, Chief Engineer

CONSENT OF SURETY

Date August 11, 1972

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

CORROON & BLACK-FORSGREN
Resident Agent

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: October 2, 1972

In reply refer to: 10-35-DB

J. K. Hossner

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT: Oregon Projects I-5-4(72)227 and I-5-5(56)262
I-5 Motor Service Signing

Your September 18, 1972 letter concerning the time extension request on the subject project has been reviewed. As the delay was due to the extra work required under Price Agreement No. 1, we concur with your recommendation for granting an 8-day extension with no liquidated damages charged.

10-6-72

al

RECEIVED
STATE HWY ENGR
5 '72

RECEIVED
OCT 13 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 28, 1972

TO A. E. Johnson
Assistant State Highway Engineer

FROM R. W. Ellison R.W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Malheur River (Malheur Butte) Bridge
Contract 7666
Route I-5 Motor Service Signing
Contract 7714
Interest Payments

Two of the projects which were subject to the payment of interest as of September 7, 1972, were Bridge Section projects. Accrual of such interest begins thirty days after issuance of the third notification of completion by the resident engineer.

Malheur River (Malheur Butte) Bridge Section
Contract 7666

This project was subject to interest payments for a period of twenty days. The resident engineer cites the heavy work-load at the time his office was compiling the semifinal as the reason for the delay in submission of the semifinal. A total of twenty-eight days elapsed between the date of the third notification and the date the semifinal was received by Programing. Another twelve days were required to check the quantities. A portion of this time was used in returning data to the resident engineer for his review when the Final Estimates' Office disagreed with a portion of the semifinal.

Price Agreement No. 3 to reimburse the State for non-specified aggregate was sent to the Programing Section thirty-three days after the third notification. An additional nine days elapsed before the project was accepted by Construction, or forty-three days after the third notification.

Accounting procedures required an additional eight days to prepare and send the final voucher. This made a total of fifty days after the third notification.

RECEIVED
SEP 29 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Route I-5 Motor Service Signing
Contract No. 7714

Interest payments accrued on this project for a period of fourteen days. Submission and checking of semifinal, submission of the region inspection report, and acceptance by both Bridge and Construction Sections were all accomplished with little delay. The excess time was due primarily to late acceptance by the Federal Highway Administration. A letter requesting acceptance by the Federal Highway Administration was sent by Programing on August 8, and the Federal Highway Administration's reply was received September 6 or thirty-five days after the third notification.

Accounting procedures required an additional nine days to prepare and send the final voucher. This made a total of forty-four days after the third notification.

WR/ag

5

RECEIVED
SEP 19 1972
FOR FILING

7714

September 18, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut   06103

Gentlemen

On September 11, 1972, we wrote to you concerning release of final payment on Contract No. 7714 awarded to Coral Corporation for the Route I-5 Motor Service Signing on the Pacific Highway in Washington, Clackamas, Marion and Linn Counties.

Final payment on this contract is $1,004.74 and the total contract amount is $20,094.83. No work was performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Coral Corporation
135 E. Hereford Street
Gladstone, Oregon   97027

bc C. T. Keasey
Walt Hert
V. E. Skoog
Attn W. L. Manner
L. W. Rulien
J. B. Boyd

5

RECEIVED
SEP 19 1972
FOR FILING

7714

September 18, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

Dear Sir:

Time Extension
Route I-5 Motor Service Signing
PA Projects No. I-5-4(72)227
and I-5-5(56)262
Contract No. 7714

The subject contract was awarded April 4, 1972, with a completion date specified as July 1, 1972. The actual completion date for the project was July 9, 1972, an overrun of eight days.

The contractor requests an extension of time because of extra work required under Price Agreement No. 1 to change the post size for the Wilsonville sign.

All other contract work was completed by the specified completion date, but the work required under Price Agreement No. 1 did not leave sufficient time for the contractors to submit and receive approved shop drawings and make the necessary installation within the specified contract period.

Price Agreement No. 1 was approved by the Federal Highway Administration on June 6, 1972, and was distributed to the field after processing on July 6, 1972.

Since this extra work was the only reason for the overrun and was beyond the control of the contractor, I propose to recommend to the Highway Commission that the contractor be granted an eight-day extension, which waives all liquidated damages.

May I have your concurrence in this recommendation.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
L. H. Young
J. B. Boyd

RJW:ag ja

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1972

SUBJECT: Time Extension Request
Motor Service Signing
Contract 7714

To: Walt Hart
BRIDGE ENGINEER

Attached is a formal request from Coral Corporation, requesting a 9-day time extension on the subject project. The specified completion date was July 1. The project was not completed until July 9.

All of the specified contract work, together with the work called for by price agreement #2, was completed by July 1. The only work remaining after July 1 was the work called for by price agreement #1. Price agreement #1 was a change of the Wilsonville sign post. This price agreement was not approved until June 7. That did not leave sufficient time for the contractor to submit and receive approved shop drawings and make the necessary installation within the specified contract period.

Besides this not being ample time, change orders are a basis for a time extension. Therefore, it is recommended the full 9 days requested be granted. Also attached is an August 18 transmittal letter from Resident Bridge Engineer D. E. Beecroft in which he also recommends the time be granted.

Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GW/lt

cc: Don Beecroft

Attachs.

NOTED
[illegible]

RECEIVED
AUG 29 1972
BRIDGE DIVISION

NOTED
R. W. ELLISON

REGION 2 ENGINEER
RECEIVED
AUG 21 1972
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1972

SUBJECT: Route I-5 Motor Service Signing
Contract 7714

To: J. B. Boyd
Regional Engineer
Salem

ATTENTION: G. W. Wimer

Enclosed for your consideration are five copies of the contractor's request for a time extension. This contract was awarded April 4, 1972, with July 1 as completion date.

The work done under Price Agreement Number 1 referred to in the contractor's request was not approved until June 7. Since it required the submittal and approval of shop drawings, there was not enough time to complete the work within the contract period.

I recommend that the additional time be granted.

D. E. Beecroft
D. E. Beecroft
Resident Bridge Engr.

DEB/jkv

Enclosures

cc: file

All contract work except minor clean-up and Pa #1 was completed by July 1.

Pa #1 was actually a plan design change of Wilsonville sign post [illegible] 1 [illegible]72

[illegible] FILING

7714

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **September 8, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7714, Work Completed July 9, 1972

Project Route I-5 Motor Service Signing

Highway Pacific, Counties Washington, Clackamas, Marion & Linn

Type of Work Signing

Contractor Coral Corporation

Recommended Acceptance Date September 7, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

OREGON STATE
HIGHWAY DIVISION

7714

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 11, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. I-5-4(72)227
I-5-5(56)262

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT
Request Contract Acceptance

oy Corett 9-6-72

Contract 7714 Work Completed July 9, 1972

Project Route I-5 Motor Service Signing

Highway Pacific

Counties Washington, Clackamas, Marion and Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 25, 1972

Conditions not acceptable: Project completed and final inspection made.

PVR:ch

G. K. Hossner
for G. L. Green
Acting Division Engineer

VG:kds

cc: Tom Edwards
L. H. Young

RECEIVED
SEP 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
SEP 5 '72
REFER TO

7714

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: ROUTE I-5 MOTOR SERVICE SIGNING

WEEK ENDING: July 29, 1972

SECTION PREFIX: 624-1086

HIGHWAY: PACIFIC

COUNTY: WASHINGTON, CLACKAMAS MARION, & LINN

NAME OF JOB: ROUTE I-5 MOTOR SERVICE SIGNING

KIND OF WORK: SIGNING

CONTRACTOR: CORAL CORPORATION

CONTRACT NUMBER: 7714

FEDERAL AID PROJECT NUMBER: I-5-4(72)227 & I-5-5(56)262

DATE OF CONTRACT: April 4, 1972

DATE WORK STARTED: June 5, 1972

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: July 1, 1972

PERCENT OF TIME ELAPSED: 132

PROJECT AUTHORIZATION: $ 27,600.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99

EXCLUSIVE OF ENGINEERING: $ 25,189.73

ENGINEERING AUTHORIZATION: $ 2,410.23

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 25,189.73

ENGINEERING COST TO DATE: $ 2,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION: 112 %

DATE PROJECT WAS COMPLETED: 7-9-72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY July 23	Fair			
MONDAY 24	"			
TUESDAY 25	"			
WEDNESDAY 26	"			
THURSDAY 27	"			
FRIDAY 28	"			
SATURDAY 29				

RECEIVED
JUL 31 1972
CONSTRUCTION SECTION

Rooning
Keasey K
Bond
Welker
Johnson
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July SUNDAY 23	No activity
MONDAY 24	No activity all week.
TUESDAY 25	Project given final inspection by G. Wimer, Regional Construction Engineer, and FHWA representative.
WEDNESDAY 26	
THURSDAY 27	
FRIDAY 28	
SATURDAY 29	

REMARKS

SIGNED D. E. Beecroft LOCATION Salem

D. E. Beecroft

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

STATE COPY

FORM PR-33A
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Riedl

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 10	Report No. 1	County Washington, Clackamas, Marion, and Linn	Division Oregon
Date of Inspection 7/25/72	Inspection Made By G. Jencks, Highway Engineer Trainee		Project No. I-5-4(72)227 I-5-5(56)262

In Company With
J. Winer, Reg Constr Engr; D. Beecroft, Res Engr, OSHD.

Location
Interchanges on I-5: Stafford Rd., Wilsonville, Brooks, Sunnyside-Turner Rd., Murder Creek, and Corvallis-Lebanon.

Contractor Name and Address
Coral Corporation - 135 E. Hereford St., Gladstone, Oregon

Award Date 4/4/72	Contract Amount $22,105.00	Time Allowed 7/1/72	Time Started NA	Work Started 6/5/72
Quality of Work Satisfactory	Progress of Work Unsatisfactory*	Time Elapsed % 7-9-72	Work Completed 99%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Logo Signs	Y002	-	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: **(Report details of statewide inspection-in-depth on form PR-33D)*

COPY SENT
AUG 03 1972
REGIONAL OFFICE

INTERSTATE 5 - PACIFIC HIGHWAY
Motor Service Signing Project

*Unsatisfactory because of overrun on specified completion date.

The contract called for the installation of gasoline "logo" signs at interchanges designated on the plans. The contract work was complete as of July 9, 1972.

A State force order for cutting sign panels from material the OSHD had on hand has been done. FHWA has not received this order yet. Recommend nonparticipation since this was done to expedite the sign erections rather than wait for contract ordered materials.

8-7-72

Al cc Young

RECEIVED
AUG [illegible] 1972
OFFICE OF
[illegible]

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

[illegible]

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-38	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-8-72	STATE Oregon
		COUNTY Clackamas,Marion & Wash.
PROJECT REPORT NO. 4		PROJECT NO. I-5-5(56)262

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 3 mi. N. of Salem, N. 26 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-8-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 13,744	FEDERAL FUNDS $ 12,680

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By
Assistant State Highway Division
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Green
(Division Engineer)
for R. E. Simpson

Date executed by Division Engineer MAY 8 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. I-5-5(56)262

BROOKS INT.-STAFFORD ROAD INT. SECTION
PACIFIC HIGHWAY IN MARION, WASHINGTON & CLACKAMAS COUNTIES
Salem, Oregon, April 26, 1972

Project Agreement Estimate

Type Code Y002
Logo Signs (M.P. 262 to M.P. 288)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 1,000.00
Sign Support Footings	10 cu.yd.	$225.00	2,250.00
4-1/2 x 14.98# Breakaway Sign Posts	150 lin.ft.	24.00	3,600.00
6-5/8" x 12.98# Breakaway Sign Posts	30 lin.ft.	26.00	780.00
Type "B" Signs in Place	450 sq.ft.	6.90	3,105.00
Single Sign Support	All Required		860.00
			$11,595.00
Flagging (60% of Contractors Cost)	All Required		900.00
	Subtotal		$12,495.00
	10% Engr. & Cont.		1,249.00
	Total		$13,774.00

Length of Project - - - - - - - - - - - - 0.00 mile

Federal Funds	$12,680.00
State Funds	1,064.00
Total Cost	$13,744.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 2 57%
Contract No. 7714
Prefix 624-1086

Clackamas County	33%
Marion County	33%
Washington County	34%

BROOKS INT.-STAFFORD ROAD INT.

Nonparticipating-Statework

State Responsibility for Damages	All Required	$ 500.00

1114.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-37	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	ATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Linn & Marion
PROJECT REPORT NO. 4		PROJECT NO. I-5-4(72)227

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 6 mi. S. of Albany, N. 23 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	3-8-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,221	$ 11,275

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)
for R. E. Simpson

Date executed by Division Engineer MAY 8 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

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3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

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7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

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12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid
Project No. I-5-4(72)227

CORVALLIS-LEBANON INT.-SUNNYSIDE-TURNER INT. SECTION
PACIFIC HIGHWAY IN LINN AND MARION COUNTIES
Salem, Oregon, April 26, 1972

Project Agreement Estimate

Type Code Y002
Logo Signs (M.P. 227 to M.P. 250)

Temporary Protection and Direction of Traffic	All Required (50%)		$ 1,000.00
Sign Support Footings	9 cu.yd.	$225.00	2,025.00
4-1/2" x 14.98# Breakaway Sign Posts	150 lin.ft.	24.00	3,600.00
6-5/8" x 12.98# Breakaway Sign Posts	30 lin.ft.	26.00	780.00
Type "B" Signs in Place	450 sq.ft.	6.90	3,105.00
			$10,510.00
Flagging (60% of Contractors Cost)	All Required		$ 600.00
	Subtotal		$11,110.00
	10% Engr. & Cont.		1,111.00
	Total		$12,221.00

Length of Project - - - - - - - - - - 0.00 mile

Federal Funds - $11,275.00
State Funds - 946.00

Total Cost - $12,221.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 43%
Contract No. 7714
Prefix 624-1086

Linn County 70%
Marion County 30%

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APR 20 1972

FOR FILING

7714

April 19, 1972

Coral Corporation
135 East Hereford Street
Gladstone, Oregon 97027

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7714 for the Route I-5
Motor Service Signing Project in
Washington, Clackamas, Marion and
Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc C. T. Kessey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
J. B. Boyd
Don Beecroft

RECEIVED
APR 12 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7714

DATE April 11, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of April 4, 1972 is requested in the award of contract for the Rt. I-5 Motor Service Signing Projects, Project Nos. I-5-4(72)215 and I-5-5(56)262.

The contractor receiving the award is Coral Corporation, in the amount of $22,105, with Contract No. 7714 assigned. This bid was received on March 30, 1972, and awarded April 4, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with Par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration endorsement. I concur in the award.

R. E. Simpson, Division Engineer ____________ Date

DAR:dg

RECEIVED
APR 5 - 1972
FOR FILING

7714

April 4, 1972

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission today accepted your proposal for the Route I-5 Motor Service Signing Project on the Pacific Highway from Wilsonville to Albany in Washington, Clackamas, Marion and Linn Counties for the sum of $22,105 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later in the day approval was received and the Administrator of Highways awarded you the project which has been assigned Contract No. 7714.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

C. T. Keasey
Walt Hart
L. W. Rulien
J. B. Boyd
Don Beecroft
William Geibel (SAIF)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF A OVAL AND/OR AUTHORIZATION

3-22-72

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. I-5-4(72)227 I-5-5(56)262
	ITEM NO. I-693 & I-694	STATE PROJECT NO. I-5 MOTOR SERVICES SIGNING PROJECT
		COUNTY NAME WASHINGTON-LINN-MARION
		PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

7714

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

NOTED
F. B. KLABOE
3-24-72
Young

DATE PS&E APPROVED MARCH 8, 1972	DATE AUTHORIZATION EFFECTIVE MARCH 8, 1972	FEDERAL ROUTE NUMBER INTERSTATE ROUTE #5
		STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $1,500.00 AS SHOWN IN YOUR ESTIMATES.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) CONTRACTOR'S FLAGGING $1,500.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S MARCH 6, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAR 2[illegible] 1972

DATE 3-22-72	SIGNATURE OF APPROVING OFFICIAL for	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR 1240 (REV. 6-68) WILL BE USED

Gen. File

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7714

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 6, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Complete P.S. and E. documents have been submitted to your department for each of the following Federal-aid projects, and accordingly, we are requesting your authorization to advertise for bids to be received on February 24, 1972.

I-5-4(72)215 Route I-5 Motor Service Signing
I-5-5(56)262 Route I-5 Motor Service Signing
EHS-F-156(22) Boring Road Interchange Section
EHS-T-5005(4) Hill St. at Portland Ave. Bend Section
EHS-T-5001(2) Vine St.-Ferry St. (Albany) Section
EHS-T-5023(3) SW 3rd Ave.-SW 4th Ave. (Ontario) Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1067 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Programing Engineer

Attachment

DAR:dg

RECEIVED
MAR 2 - 1972
FORM E-30 (REV 10-69)

FOR FILING

7714

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
February 24, 1972

SUBJECT: Right of Way Status
FAI Project
Bid Opening March 30, 1972

To: Mr. L. H. Young
Program and Planning

BUILDING

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above projects scheduled for contracting on the above date.

On the following projects, all rights of way, rights of access, and rights of entry are acquired.

(1) Route 1 - 5 Motor Service Signing Project

(2) Rogue River Intchge.-California State Line Section.

No additional right of way was necessary for those projects. The present right of way was acquired by the State, or responsible agency prior to August 23, 1968.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant R/W Engineer

NOTED
F. B. KLABOE

JRO:ha
cc F. B. Klaboe ✓
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

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[illegible] 2 [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 3-1 AND 3-2

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT
OREGON

BY (Signature)
MR. YOUNG'S FEBRUARY 16, 1

TITLE
PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS
☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 *
ITEM NOS. ______ THRU ______

STAGE 2
ITEM NOS. 693 THRU 694

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
093	I-5-4(72)227	0.0	12,000	11,070	CORVALLIS-LEBANON INTERCHANGE-SUNNYSIDE-TURNER INTERCHANGE SECTION(MP 227 TO MP 250)	SIGN (LOGO
694	I-5-5(56)262	0.0	6,500	5,990	BROOKS INTERCHANGE - STAFFORD ROAD INTERCHANGE SECTION. (MP 262 TO MP 288)	SIGN (LOGO

3-1-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGINEER

2-24-72

REMARKS (Division)

[illegible]

E.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		2-24-72	FOR: R. E. SIMPSON, DIVISION

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any man tion on the part of the Federal Government to provide Federal funds for the undertaking.

TRANSACTION NUMBER 3-1 AND 3-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

MITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 2-24-72
BY (Signature) MR. YOUNG'S FEBRUARY 16, 1972 LETTER	
TITLE PROGRAMING ENGINEER	

CLASS OF FEDERAL FUNDS

☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ____________

THRU ____________

STAGE 2

ITEM NOS. 693 THRU 694

ECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
)227	0.0	12,000	11,070	CORVALLIS-LEBANON INTERCHANGE-SUNNYSIDE-TURNER INTERCHANGE SECTION(MP 227 TO MP 250)	SIGNING (LOGO SIGNS)
)262	0.0	6,500	5,990	BROOKS INTERCHANGE - STAFFORD ROAD INTERCHANGE SECTION. (MP 262 TO MP 288)	SIGNING (LOGO SIGNS)

OTHER IDENTIFICATION AND/OR REMARKS (State)

3-1-72
RETURNED TO
Hunter

NOTED
E. S. HUNTER
Young

RECOMMENDED	APPROVED	
SIGNATURE AND TITLE	DATE 2-24-72	SIGNATURE AND TITLE FOR: R. E. SIMPSON, DIVISION ENGINEER

any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga- Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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FOR FILING

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February 16, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for two Interstate Projects, Item Nos. 693 and 694, which we desire to have included in the Federal-Aid Interstate Highway Program.

The work to be done under these projects is to be accomplished by one contract. It is our intention to receive bids for these projects on March 30, 1972.

"Design Approval" for these projects was considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs Within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of federal Regulations. FHWA concurrence in this concept was requested under letter dated February 9, 1972.

"Public Hearings" for these projects are not required under the provisions of paragraph 6c of PPM 20-8.

"Environmental Statement" for these projects is not required under the provisions of PPM 90-1 as design approval is considered to have been given prior to January 1, 1970.

These projects are exempt from State and Districts 4, 3 and 2 Clearinghouse reviews and comments under working agreements dated 4-28-70, 8-7-70, 10-15-70 and 10-16-70, respectively.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programming Engineer

Enclosures

JG:js

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	2-16-72

FEDERAL - AID PR

(PPM 21-

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 6 mi. S. of Albany, N. 23 mi. 21 65	**ADT**	PRESENT 18,200	FUTURE 34,200 (66) (70)	YEAR 92 (71)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Signing (Logo Signs) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74)

CARD 4	CLASS OF FEDERAL FUNDS Interstate		COUNTY NAME Linn and	
	NAME OF URBAN AREA 17-31		ROUTE NO.	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 6 mi. S. of Albany N. 23 mi.			
5					**ROW**					
5					**CONST** (CODE) Y002		"Corvallis-Lebanon Int. - Sunnyside-Turner Int. Sec." (M.P. 227 to M.P. 250)	0.0	12,000	11,070

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	12,000	11,070
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

2-16-72

. (65)	**ADT**	PRESENT 18,200	FUTURE (66) 34,200 (70)	YEAR (71) 92 (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 042 (9)	ITEM NO. (14) 693 (18)

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 I 23	NUMBER 7 5-4	SEQ. NO. (72) 13	I. Projects Only POST MI. (24) 227 (26)	DESIG. 27

COUNTY NAME Linn and Marion 043			CODE 047 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO.	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. (37) I-5 (41)	

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Albany	(54) (58)	(59) (66)	(67) (76)			Inst. footings, posts & panels for mounting motor service signs (Logo Signs)
on 250)	0.0	12,000	11,070	930		
JECT TALS	0.0	12,000	11,070	930		
		(16) (23)	(24) (33)	REMARKS		

-over-

USCOMM DUSCOMM-DC 48908-P61

CORVALLIS-LEBANON INT. - SUNNYSIDE-TURNER INT. SECTION

Project Data: The project consists of installing footings, posts and information panels at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Corvallis-Lebanon	228
Murder Creek	235
Hoefer Road	240
Sunnyside-Turner	248

Clearinghouse Approval: Exempt from State, Districts 4 and 3 Clearinghouse's reviews and comments under working agreements dated April 28, 1970, August 7, 1970 and October 15, 1970, respectively.

Public Hearing: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs Within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations.

FHWA concurrence in this concept requested under letter dated February 9, 1972.

Environmental Statement: Not required under the provisions of PPM 90-1 as design approval is considered to have been given prior to January 1, 1970.

NOTE: The work under this project is to be accomplished in the same contract with Project I-5-5(56). (Route I-5 Motor Service Signing Contract)

Data for PR-37:

Linn Co.	Estimated cost	$8,500
Marion Co.	Estimated cost	$3,500

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

2-16-72

FEDERAL - AID PROG

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) I-5 3 mi. N. of Salem, N. 26 mi. 21 65	**ADT**	PRESENT 31,000	FUTURE 59,000 (66) (70)	YEAR 92 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Signing (Logo Signs) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Marion, Clack	
	NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID I-5

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST B — TOTAL ESTIMATED COST	ESTIMATED PROJECT COST B — FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		I-5 3 mi. N. of Salem N. 26 mi.			
5					**ROW**					
5					**CONST** (CODE) Y002		"Brooks Intchge.- Stafford Rd. Int. Sec." (MP 262 to MP 288)	0.0	6,500	5,990

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	6,500	5,990
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

RE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-16-72

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

i. (65)	**ADT**	PRESENT 31,000	FUTURE 59,000 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 042 (4) (9)	ITEM NO. 694 (14) (18)	

UTE (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- (14) (23)	NUMBER 5-5 (7)	SEQ. NO. (56) (13)	I. Projects Only POST MI. 262 (24) (26)	DESIG. (27)

	COUNTY NAME Marion, Clackamas & Washington 047, 005	CODE 067 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO.	FEDERAL-AID I-5 (32)	STATE 1 (36) (37)	U.S. I-5 (41)

	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
alem						Inst. footings,posts & panels for mounting motor service signs (Logo Signs).
-Sec."						
	0.0	6,500	5,990	510		
ECT ALS	0.0	6,500	5,990	510		
		(16) (23)	(24) (33)			

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P61

BROOKS INTCHGE.-STAFFORD ROAD INTCHGE. SECTION

Project Data: The project consists of installing footings, posts and information panels, at designated locations tabulated below, for mounting individual signs to give the traveling public specific service information available on the crossroad at or near the interchange.

Interchange	Intchge. Mile Post
Brooks	263
Stafford Road	286

Clearinghouse Approval: Exempt from State, Districts 3 and 2 Clearinghouses' reviews and comments under working agreements dated April 28, 1970, October 15, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Considered given by FHWA when the national standards (National Standards and Criteria for Official Highway Signs Within Interstate Rights-of-Way Giving Specific Service Information for the Traveling Public) were issued January 17, 1969, as Part 22, Chapter I of Title 23, Code of Federal Regulations. FHWA concurrence in this concept requested under letter dated February 9, 1972.

Environmental Statement: Not required, under the provisions of PPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

NOTE: The work under this project is to be accomplished in the same contract with Project I-5-4(72). (Route I-5 Motor Service Signing Contract)

Data for PR-37:

Marion Co.	Estimated cost $3,250
Clackamas Co.	Estimated cost ---
Washington Co.	Estimated cost $3,250

7714

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FOR [illegible]

TIC

February 4, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

You have recently requested additional information regarding the motorist service signing project on Interstate 5 scheduled for the February 24 letting. Your request was in the interest of giving approval in time to meet that letting.

This is to advise that the project has been removed from the letting schedule due to difficulties in adopting rules, regulations and financing for the Travel Information Council.

We will continue to accumulate data in an effort to finalize the project plans and we will supply you with the data as it becomes available.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

bc:
- George M. Baldwin
- Tom Edwards
- F. B. Klaboe
- Frank Hall
- L. H. Young
- Walt Hart
- R. N. Bothman
- R. P. Hamilton

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 3, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Route I-5 Motor Service Signing Project
Pacific Highway
Logo Signs
Bridge No. 13594

Attached are two sets of full sized prints of Drawings 27894, 27895, 27896 and 27897, which are a portion of the above subject project.

Drawing 27894 shows sign details and their placement in respect to the roadway section. Drawings 27895, 27896 and 27897 detail typical interchanges and the sign locations for the interchange. Drawing 27897 also details a modification to our standard breakaway post drawing to allow for the interchanging of half size signs with full size signs, for example to change from Sign No. 4 to Sign No. 1.

These drawings are being furnished to you as per your letter request of January 24, 1972. This project has been temporarily pulled from the letting schedule and will probably be re-scheduled for later in the year.

A drawing specifying the interchanges at which these signs are to be installed has not been included as this information is not yet available.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

DOC/ag
Attachs.
cc: A. E. Johnson
L. H. Young
V. E. Skoog
L. E. George

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FEB [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 24, 1972

In reply refer to: 10-35-DA/520.6

Engin - St

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

TIC

SUBJECT: Motorist Service Signing on the Interstate

The current contract schedule lists a project for Motorist Service Signing on Interstate 5 for the February 24 letting.

To avoid possible delay it would be desirable if you submitted available preliminary information on the interchanges involved, how the specific information panels have been selected and any other information which will assist us in confirming that the proposed work is in conformance with the national standards.

1-27-72
R[illegible]D
Schroeder - Hunter
BY OREGON STATE HIGHWAY [illegible]

[illegible]
STATE [illegible] ENGINEER

NOTED
F. B. KLABOE

1-28-72
Yanney Ch Handle
Hart
George

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 17 1972

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 13, 1972
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

To:

L. H. Young
Program & Planning Engineer
BUILDING

I-5 Motor Service Signing Project
California Border to Stafford Intch. Sec.
Interstate Hwy. 5
Bridge 13594

Enclosed is a preliminary detailed estimate sheet indicating the cost of the subject project by Interstate Highway Sections. The cost does not include engineering and should probably be increased by ~~20%~~ 40% for engineering and contingencies.

All sign structures will be new. No signs will be placed on existing structures.

Please program this project with the Federal Highway Administration for Interstate funding, in order that we may receive bids in accord with the current schedule.

[illegible]
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachment

cc: ~~A. E. Johnson~~
F. Hall

RECEIVED
JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-5 Motor Service Signing Project
Calif. border to Stafford Int.

Sign		[illegible] No. of sign str.	[illegible] No. of sign str.	Averages	
Section 5	Gas	4	4	Signs 917 Sq. Ft.	5,960.50
	Food	2	2	Supports 4900 lbs	4,655.00
	Lodging	1	1	Concrete 10.5 cu yds	2,047.50
					$12,663.00
Section 4	Gas	10	10	Signs 2620 Sq. Ft.	17,030.00
	Food	8	8	Supports 14,000 lbs	13,300.00
	Lodging	2	2	Concrete 30.0 cu. yds	5,850.00
					$ 36,180.00
Section 2	Gas	7	8	Signs 1869 Sq. Ft.	12,148.5
	Food	4	4	Supports 10,150 lbs	9,642.5
	Lodging	3	3	Concrete 21.75 cu. yds	4,241.2
					$ 26,032.25
Section 3	Gas	19	19	Signs 4,978 Sq. Ft.	32,357.0
	Food	12	12	Supports 26,000 lbs	24,700.00
	Lodging	7	7	Concrete 57.0 cu. yds	11,115.00
					$68,172.0
Section 1	Gas	10	10	Signs 3275 Sq. Ft.	21,287.50
	Food	8	8	Supports 17,500 lbs	16,625.00
	Lodging	7	7	Concrete 37.5 cu yds	7,312.50
					$45,225.0

Total - $ 188,272.25

Estimate based on:

does not include engineering

Signs @ $6.50 per Sq. Ft.
Sign supports @ 0.95 per lb.
Concrete Footings @ $195.00 per cu. yd.

Above As of 1-10-72

R. W. ELLISON

7715 Baker-Waterspout Creek Section 1972
of Baker-Copperfield Hwy.
(Paving)

5

[illegible] OCT 1 1972

7715

October 17, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On October 6, 1972, we wrote to you concerning release of final payment on Contract No. 7715 awarded to Rogers Construction, Inc., for work on the Baker-Waterspout Creek Section of the Baker-Copperfield Highway in Baker County.

Final payment on this contract is $410.77 and the total contract amount is $387,200.85, including $6,337.56 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon 97220

bc C. T. Kaasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
Wendell Schwartz

[illegible] - 1972

5

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7715

DATE October 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7715, **Work Completed** September 1, 1972

Project Baker - Waterspout Creek

Highway Baker - Copperfield, **County** Baker

Type of Work Paving

Contractor Rogers Construction, Inc.

Recommended Acceptance Date October 3, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:pr

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

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7715

Salem, Oregon

September 12, 1972

C. T. Kassey, Construction Engineer
W. J. Hart, Bridge Engineer

L. H. Young
Programming Engineer

Request Contract Acceptance

Contract 7715 Work Completed September 1, 1972

Project Baker-Watersprout Creek

Highway Baker-Copperfield

County Baker

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date

Conditions not acceptable:

Construction Engineer
Bridge Engineer

VG:ed
cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

7715

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Baker - Waterspout Creek	WEEK ENDING: September 9, 1972	SECTION PREFIX: 1-1131
HIGHWAY: Baker - Copperfield	COUNTY: Baker	
NAME OF JOB: Baker - Waterspout Creek	KIND OF WORK: Paving	
CONTRACTOR: Rogers Construction	CONTRACT NUMBER: 7715	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 19, 1972	DATE WORK STARTED: May 5, 1972	ESTIMATED COMPLETION DATE: September 1, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 140	WORK DAYS USED: CALENDAR DAYS USED 119
PROJECT AUTHORIZATION. $467,393.00	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED 85.7
EXCLUSIVE OF ENGINEERING: $430,331.00	ENGINEERING AUTHORIZATION $37,062.00 Cost this week 0.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $389,169.22	ENGINEERING COST TO DATE $14,937.20	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 86.6
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 9.6 %	PERCENT OF AUTHORIZATION 40.3 %	DATE PROJECT WAS COMPLETED: September 1, 1972

Semi-final Submitted 9-8-72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					13.09
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					13.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)					49,000 ton
TOTAL QUANTITIES CORRECTED TO DATE					49,616 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					49,616 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 3				
MONDAY 4				
TUESDAY 5				
WEDNESDAY 6				
THURSDAY 7				
FRIDAY 8				
SATURDAY 9				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity all week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed project September 1, 1972. This is the last Field Engineer's weekly report for this project.

SIGNED Ole Greene LOCATION Baker

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

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7715

April 28, 1972

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7715 for paving on the Baker-Waterspout Creek Section of the Baker-Copperfield Highway in Baker County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
D. W. Greene

7716 Clatskanie-Lost Creek Rd. Sec., 1972
Columbia River Hwy.
(Paving)

[illegible]

7716

August 24, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

On August 21, 1972, we wrote to you concerning release of final payment on Contract No. 7716 awarded to J. C. Compton Company for paving on the Clatskanie-Lost Creek Road Section of the Columbia River Highway in Columbia County.

Final payment on this contract is $2,712.13 and the total contract amount is $314,059.74 including $2,300.34 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon 97128

Hanson & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, Oregon

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
L. W. Rulien

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **August 18, 1972**

7716

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7716, **Work Completed** June 23, 1972

Project Clatskanie-Lost Creek Road

Highway Columbia River, **County** Columbia

Type of Work Paving

Contractor J. C. Compton Co.

Recommended Acceptance Date August 17, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7716

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Clatskanie-Lost Creek Rd.		WEEK ENDING: July 22, 1972 SECTION PREFIX 5 - 1115
	HIGHWAY Columbia River	COUNTY Columbia
NAME OF JOB Clatskanie-Lost Creek Rd.	KIND OF WORK Paving	
CONTRACTOR J. C. Compton Co.	CONTRACT NUMBER 7716	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 19, 1972	DATE WORK STARTED April 17, 1972	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 120	WORK DAYS USED CALENDAR DAYS USED 53
PROJECT AUTHORIZATION: $342,134.40	SPECIFIED COMPLETION DATE August 29, 1972	PERCENT OF TIME ELAPSED 44.2
EXCLUSIVE OF ENGINEERING: $315,004.80	ENGINEERING AUTHORIZATION $27,129.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $315,347.53	ENGINEERING COST TO DATE $22,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ 0.1%	PERCENT OF AUTHORIZATION 81.1%	DATE PROJECT WAS COMPLETED: June 23, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		"B" Mix
							100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					6.68
MILES PARTIALLY COMPLETED					
MILES COMPLETED					6.68
TOTAL ESTIMATED QUANTITIES (CONTRACT)					29,200
TOTAL QUANTITIES CORRECTED TO DATE					29,318
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					29,318
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair Hot			
MONDAY	Fair Hot			
TUESDAY	Partly Cloudy			
WEDNESDAY	Fair			
THURSDAY	Fair Hot			
FRIDAY	Fair			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July 16 SUNDAY	No work
17 MONDAY	No work
18 TUESDAY	No work
19 WEDNESDAY	No work
20. THURSDAY	No work
FRIDAY 21	No work
22 SATURDAY	No work

REMARKS

Progress Status: Project has been completed.

Next Week: Office working on semi-final estimate.
This should be ready for submittal by July 24, 1972.

cc: Construction (2) - THIS IS THE LAST WEEKLY REPORT ON THIS PROJECT.
Region 1
File

SIGNED by Lloyd R. Turk LOCATION Sylvan
JAMES W. COCHELL Res. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM E-30-X 12-67

7716

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1972

SUBJECT: Asphalt Concrete Mix Design
Clatskanie-Lost Creek Road Section
Contract No. 7716

To: L. W. Rulien
Region Engineer

FROM: C T Keasey
C. T. Keasey
Construction Engineer

Reference is made to J. E. Wilson's letter of May 30, 1972 to J. W. Cochell transmitting asphaltic concrete mix design to him.

You will note that this design, because of the "porous, vesicular and absorptive nature of the aggregates", calls for 8.0 percent asphalt in the base course and 7.5 percent in the wearing surface.

It will be necessary to change the specification for broad band asphalt cement content in the mix from the specified 4% - 7% to a greater value. Please submit a Price Agreement documenting a revised range. I suggest using a new range of 5.5% to 8.5% which should cover any minor variations in the mix.

NOTED
A. E. JOHNSON

CTK:fw

cc: A. E. Johnson
J. E. Wilson
J. W. Cochell

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OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 4 - 1972
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7716

May 4, 1972

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon 97128

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7716 for paving on the Clatskanie-Lost Creek Road Section of the Columbia River Highway in Columbia County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, Oregon

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
James Cochell

files

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PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

7716

April 27, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Enclosed are two fully executed copies of the contract for the Clatskanie-Lost Creek Road, contract no. 7716.

Sincerely,

J. C. COMPTON CO.

By Shirley Canaday
Shirley Canaday
Bookkeeper

encl. 2

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MAY 1 - 1972
OREGON
STATE HIGHWAY COMMISSION

7717 Hauser-Coos Bay Section, of the 1972
Oregon Coast Highway, N. of Bend
(Paving)

SEP 5 - 1972

7717

September 1, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On August 29, 1972, we wrote to you concerning release of final payment on Contract No. 7717 awarded to Johnson Rock Products, Inc., for work on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County.

Final payment on this contract is $1,342.91 and the total contract amount is $147,726.94, including $2,516.34 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Johnson Rock Products, Inc.
P. O. Box 548
North Bend, Oregon 97459

cc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
James Versteeg

5

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OREGON STATE
HIGHWAY DIVISION

7717

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE **August 25, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract 7717 , **Work Completed** June 19, 1972

Project Hauser-Coos Bay

Highway Oregon Coast , **County** Coos

Type of Work Paving

Contractor Johnson Rock Products, Inc.

Recommended Acceptance Date August 25, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. G. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7717

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Hauser- Coos Bay

WEEK ENDING: June 23, 1972

SECTION PREFIX: 6- 1131

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Hauser- Coos Bay

KIND OF WORK: A.C. Overlay

CONTRACTOR: Johnson Rock Products

CONTRACT NUMBER: 7717

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: 4- 19- 72

DATE WORK STARTED: 5- 9- 72

ESTIMATED COMPLETION DATE: June 23, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 18 SUPERVISION: 2

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 53

SPECIFIED COMPLETION DATE: Aug 8, 1972

PERCENT OF TIME ELAPSED: 53

PROJECT AUTHORIZATION: $ 188,406.60

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 173,466.87

ENGINEERING AUTHORIZATION: $ 14,939.73

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 173,466.87

ENGINEERING COST TO DATE: $ 14225.49

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 95%

DATE PROJECT WAS COMPLETED: June 20, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.0
MILES PARTIALLY COMPLETED					100%Patching
MILES COMPLETED					4.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)					15,480 Ton
TOTAL QUANTITIES CORRECTED TO DATE					14700 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					13,817 Ton
AVERAGE DAILY QUANTITIES					240 Ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK: 1- Rubber tire roller; 1- Tandom steel roller; 1- Huber 500M 3,000 Batch Plant; 6- Tail Dump(12-14 Ton); 2- Pickups, 1-SA 40 Barber Greene Paver; 1- 873 Barber Greene Paver; 1- Distributer; 1-966 Loader; 1- Water wagon.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	18	Fair	1		
MONDAY	19	Fair	1		
TUESDAY	20	Fair	1		
WEDNESDAY	21	Fair	1		
THURSDAY	22	Fair	1		
FRIDAY	23	Showers	1		
SATURDAY	17	Fair	1		

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JUN 26 1972
CONSTRUCTION
SECTION

Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No work.
MONDAY 19	Finished laying wearing surface this date. 237.310 Tons this date. 13,817 to date.
TUESDAY 20	No paving. Clean-up of project, running line, paint crew striping job.
WEDNESDAY 21	No work.
THURSDAY 22	No work
FRIDAY 23	No work
SATURDAY 17	No work

REMARKS

Original: Construction
cc : Construction
cc : Region office
cc : Files

This is the final weekly report

SIGNED Fred M. Bates LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

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7717

April 28, 1972

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, Oregon 97459

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7717 for paving on the Hauser-Coos Bay Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **General Insurance Co. of America**
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
J. H. Versteeg
A. W. Bates
L. H. Young
Attn: Vince Gallagher

7718 Port Orford Rock Production 1972
Proj., on Oregon Coast Highway

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7718

October 12, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On October 6, 1972, we wrote to you concerning release of final payment on Contract No. 7718 awarded to G. W. Woodward Co., Inc., for the Port Orford Rock Production Project on the Oregon Coast Highway in Curry County.

Final payment on this contract is $1,752.13 and the total contract amount is $35,578.05 including $535.51 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc G. W. Woodward Co., Inc.
P. O. Box 458
Coquille, Oregon 97423

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
James Versteeg

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OCT 6 - 1972
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1859

OREGON STATE
HIGHWAY DIVISION

7718

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 5, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7718, Work Completed August 7, 1972

Project Port Orford

Highway Oregon Coast, County Curry

Type of Work Rock Production

Contractor G. W. Woodward Co., Inc.

Recommended Acceptance Date October 4, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:pr

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7718 S

FORM E-1 (REV 10-61)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Port Orford	WEEK ENDING August 12, 1972	SECTION PREFIX 8-8312-900
HIGHWAY Oregon Coast	COUNTY Curry	
NAME OF JOB Port Orford Rock Production	KIND OF WORK Rock Production	
CONTRACTOR G. W. Woodward Co., Inc.	CONTRACT NUMBER 7718	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 19, 1972	DATE WORK STARTED June 26, 1972	ESTIMATED COMPLETION DATE August 7, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $40,533.00	SPECIFIED COMPLETION DATE August 1, 1972	PERCENT OF TIME ELAPSED 106
EXCLUSIVE OF ENGINEERING: $36,993.00	ENGINEERING AUTHORIZATION $3,540.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $36,993.00	ENGINEERING COST TO DATE $1,671.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION 47 %	DATE PROJECT WAS COMPLETED: August 7, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000		
AVERAGE DAILY QUANTITIES			780		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK: 1-TD25 Dozer, 1-Cat. 980B Loader, 1-Cat. 955 Loader, 1-Crusher, 1-10 Yd. Dump Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	Clear			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
AUG 14 1972
CONSTRUCTION SECTION

Keusey K
Bond B
Walker
Johnsen
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 7	Contractor completed crushing and stockpiling the required aggregate yardage today. One man shaping stockpile.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed crushing work on Monday. Minor stockpile shaping work remains. Contractor plans to leave crushing equipment at quarry site for several weeks.

This will be the last weekly report on this project.

SIGNED G. D. Morrison LOCATION Coquille

Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

MAY 1 - 1972

7718

April 28, 1972

G. W. Woodward Co., Inc.
P. O. Box 458
Coquille, Oregon 97423

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7718 for the Port Orford Rock Production Project on the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **United Pacific Ins. Co.**
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
F. D. Morrison

7719 Fredrick Butte Rd.-Hampton Sec. 1972
of Central Oregon Hwy., SE of Bend
(Paving)

[illegible]
POSTING

7719

January 10, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $1,200 will be made to R. L. Coats on Contract No. 7719 for paving on the Fredrick Butte Road-Hampton Section of the Central Oregon Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $461,492.27 including the post-final payment. Of the total, $4,026.56 is for force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

bc C. T. Kessey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. F. Putnam

5

RECEIVED
JAN 5 - 1973

7719

January 5, 1973

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On January 3, 1973, we wrote to you concerning release of final payment on Contract No. 7719 awarded to R. L. Coats for work on the Fredrick Butte Road-Hampton Section of the Central Oregon Highway in Deschutes County.

Final payment on this contract is $22,813.29 and the total contract amount is $480,292.27 including $4,026.36 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Monner
J. F. Putnam

7719

January 3, 1973

Mr. R. L. Coats
1270 Trenton Avenue
Bend, OR 97701

Dear Sir:

Your request for a time extension of 16 days on Contract No. 7719 for work on the Fredrick Butte Road-Hampton Section of the Central Oregon Highway in Deschutes County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 12 days is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: Cecil Head
A. E. Johnson
C. T. Keasey
V. E. Skoog
J. F. Putnam
W. W. Robertson
V. L. Gallagher

fw dpy

cc: C. W. Head   Gary Ross
G. M. Baldwin   Gary Sund
A. E. Johnson
C. T. Keasey   JAB:fw dpy
J. F. Putnam
V. E. Skoog
V. L. Gallagher

7719

January 3, 1973

To Oregon State Highway Commission

From F. B. Klaboe
State Highway Engineer

Subject Extension of Time, Contract No. 7719
Fredrick Butte Road-Hampton Section
Central Oregon Highway

R. L. Coats, contractor on the subject project in Deschutes County, has made a request for extension of the contract time. The request is based on a change in the material source for paving aggregate (when an eagle's nest was discovered in the source offered under the contract) and alleged extra work for heavy patching on an added section performed under a Price Agreement. The contract time count for this project started May 2, 1972, with 140 calendar workdays allowed. The project was actually completed October 4, 1972, with 12 days liquidated damages accrued at $100 per day, or $1,200.

This same contractor held the overlay contract on an adjacent section which he performed ahead of the subject project and within the time allowed. The Fredrick Butte Road-Hampton project is the one where the famous eagle's nest was discovered in the Bureau of Land Management controlled material source. The contractor was specifically ordered not to work the source as long as the young eagles were there, the aggregate was subsequently secured from an alternate source. The delay associated with this change justifies a 12-day time extension which would delete all liquidated damages.

I have granted a 12-day extension of time on this project, and your concurrence in this action is requested. This was a State project.

This matter will be on the agenda at the January 23 meeting.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 28, 1972

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Fredrick Butte Road-Hampton Section
Contract No. 7719
Request for Time Extension

FROM: John A. Bond

John A. Bond
Construction Administration Engineer

R. L. Coats, contractor on the subject paving overlay project, requests a 16-day time extension citing two reasons: a change in material source for the paving aggregate when the eagle's nest was discovered in the source offered under the contract, and alleged extra work for heavy patching performed under a Price Agreement on an added section. The contract time count on this project started May 2, 1972 with 140 calendar workdays allowed. The project was actually completed October 4, 1972 with 12 days liquidated damages accrued at $100 per day or $1,200.

This same contractor held the overlay contract on an adjacent section, Deschutes County Line-Harney County Line, which he performed ahead of the subject project and within the time allowed. The subject project is the one where the famous eagle's nest was discovered in the BLM controlled material source. The contractor was specifically ordered not to work the source as long as the young eagles were there. The aggregate was subsequently secured at an alternate source. The delay associated with this change in sources easily justifies a 12-day extension which would delete all liquidated damages.

The second reason offered is probably not valid for extension. It is true that Price Agreement No. 1 was negotiated late in the job to have the contractor perform 2,500 tons of heavy patching on an added section. However, this PA deleted bid item 6 which called for delivery of 2,100 tons of AC into State trucks. Timewise, these two factors probably about offset each other.

This was a State project. Rough draft letters to the Highway Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

[illegible]
A. E. JOHNSON
[illegible]

SP*52475-734

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7719 Contractor R. L. Coats

Highway Central Oregon

Section Fredrick Butte Rd.-Hampton

Kind of Work Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

Division Engineer

Admin
Construction Engineer or ~~Bridge Engineer~~

Johnson
Asst
State Highway Engineer

Contract No. 7719

Project designation State
State-Federal

Date awarded April 19, 1972

Work started August 14, 1972

Per cent completed 100% October 4, 1972
Date

No. of Workdays Allowed 140

No. of Workdays Used 152

No. of Added Workdays Requested ~~156~~ 16

SP*6396-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 12-6, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 140 days to 156 days, within which to complete our Contract No. 7719, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Eagles nest in aggregate source specified for job, this made it necessary to obtain a new source. Time was required to locate and test new pit.

Extra work of a patch lift of A. C. between M.P. 38.0 to 40.0.

Respectfully submitted,

R. L. Coats
Contractor

By R. L. Coats

CONSENT OF SURETY

Date December 8, 1972

We, GENERAL INSURANCE COMPANY OF AMERICA
1500 S.W. 1st Avenue, Portland, Oregon 97201, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ted R. Lundberg
Attorney-in-fact
Ted R. Lundberg

(SEAL)

No Longer Required.
Resident Agent

Executed in quad; d y

RECEIVED
[illegible] 1972

7719

December 29, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7719 Work Completed October 4, 1972

Project Fredrick Butte Rd.-Hampton

Highway Central Oregon County Deschutes

Type of Work Paving

Contractor R. L. Coats

Recommended Acceptance Date December 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:od

cc: C. W. Head
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

#7719

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Fredrick Butte Road - Hampton

WEEK ENDING: December 2, 1972

SECTION PREFIX: 9-1132

HIGHWAY: Central Oregon

COUNTY: Deschutes

NAME OF JOB: Fredrick Butte Road - Hampton

KIND OF WORK: Paving

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 7719

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 19, 1972

DATE WORK STARTED: August 14, 1972

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: WORKDAYS 140

WORK DAYS USED

CALENDAR DAYS USED: WORKDAYS USED 152

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 108½

PROJECT AUTHORIZATION: $ 478,215.25

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 439,771.75

ENGINEERING AUTHORIZATION: $ 38,443.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 448,390.92

ENGINEERING COST TO DATE: $ 26,521.22

DATE PROJECT WAS COMPLETED: October 4, 1972

ESTIMATED PERCENT: OVERRUN 2 %

PERCENT OF AUTHORIZATION: 69 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					14.00
MILES PARTIALLY COMPLETED					
MILES COMPLETED					14.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1,100 CY		51,500 ton
TOTAL QUANTITIES CORRECTED TO DATE			2,637 CY		54,800 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2,637 CY		54,800 ton
AVERAGE DAILY QUANTITIES			0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		0
NUMBER OF SHIFTS PER DAY			0		0
HOURS PER SHIFT			0		0

EQUIPMENT USED DURING THE WEEK: Project complete

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				K
TUESDAY				
WEDNESDAY				
THURSDAY				g
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to Region office November 27, 1972, however the flagging bill has not been received from contractor therefor the semi-final is incomplete. Flagging bill (EWO #1) will be submitted as soon as it is received from contractor.

SIGNED H W Robertson LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAY 4 - 1972

FOR FILING

7719

May 3, 1972

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7719 for paving on the Fredrick Butte Road-Hampton Section of the Central Oregon Highway in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Company of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

Files

7719

SAFECO INSURANCE

C. A. TOMASSENE & SON *520 S.W. 6th Avenue, Portland, Oregon 97204*

April 27, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: R. L. Coats
Contract #7719

Gentlemen:

Enclosed are two copies of executed contracts and bond in connection with the above contract, which we trust you will find in order.

Yours very truly,

C. A. TOMASSENE & SON

Evelyne Wipf

Evelyne Wipf

EW/vt
Enc.
CC to R. L. Coats, 1270 Trenton, Bend, Oregon

NOTED
FLOYD QUERY

7720 Reedsport-Clear Lake Section, [illegible]
of Oregon Coast Highway
(Paving)

RECEIVED
SEP 5 - 1972

FOR FILING
7720

September 1, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On August 29, 1972, we wrote to you concerning release of final payment on Contract No. 7720 awarded to Rogue River Paving Co., Inc., for work on the Reedsport-Clear Lake Section of the Oregon Coast Highway in Douglas County.

Final payment on this contract is $684.49 and the total contract amount is $183,186.46, including $2,801.14 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Rogue River Paving Co., Inc.
P. O. Box 230
Medford, Oregon 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn John Herr
James Versteeg

S

RECEIVED
AUG 28 1972
FOR FILING

OREGON STATE
HIGHWAY DIVISION

7720

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

DATE **August 25, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract 7720, **Work Completed** July 24, 1971

Project Reedsport-Clear Lake

Highway Oregon Coast, **County** Douglas

Type of Work Paving

Contractor Rogue River Paving Co., Inc.

Recommended Acceptance Date August 25, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7720

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Reedsport- Clear Lake	WEEK ENDING: July 28, 1972	SECTION PREFIX: 10-1148
HIGHWAY: Oregon Coast	COUNTY: Douglas	
NAME OF JOB: Reedsport- Clear Lake	KIND OF WORK: A.C. Overlay	
CONTRACTOR: Rouge River Paving Inc.	CONTRACT NUMBER: 7720	FEDERAL AID PROJECT NUMBER: State Project
DATE OF CONTRACT: April 19, 1972	DATE WORK STARTED: June 28, 1972	ESTIMATED COMPLETION DATE: Aug. 8, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 3	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS 100	WORK DAYS USED: CALENDAR DAYS USED 88
PROJECT AUTHORIZATION: $ ~~212,585.50~~ 195,728.50	SPECIFIED COMPLETION DATE: Aug. 8, 1972	PERCENT OF TIME ELAPSED: 88
EXCLUSIVE OF ENGINEERING: $ ~~XXXXXXXXXX~~	ENGINEERING AUTHORIZATION $ 16,857.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 195,728.50	ENGINEERING COST TO DATE $ 11,414.18	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 68%	DATE PROJECT WAS COMPLETED: July 24, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.33
MILES PARTIALLY COMPLETED					100% Patching
MILES COMPLETED					4.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)					17,000 Tons
TOTAL QUANTITIES CORRECTED TO DATE					16,754.91 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					16,754.91 T
AVERAGE DAILY QUANTITIES					836 (1 day)
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:

1- 14 Ton Roller; 1- Pf 180 Blaw Knox Paver; 4- Belly Dump Trucks; 1- Vibrator Roller; 1- Water Wagon; 1- Tractor Broom

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	23	Fair	1		
MONDAY	24	Fair	1		
TUESDAY	25	Fair	1		
WEDNESDAY	26	Fair	1		
THURSDAY	27	Fair	1		
FRIDAY	28	Fair	1		
SATURDAY	22	Fair	1		

RECEIVED
[illegible] 1972
CONSTRUCTION SECTION

Routing
Kearsey
Bond
Walker
Johnson
Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Work
MONDAY 24	Placed 836.07 Tons A.C. Mix. PROJECT COMPLETED
TUESDAY 25	No Work
WEDNESDAY 26	No Work
THURSDAY 27	No Work
FRIDAY 28	No Work
SATURDAY 22	No Work

REMARKS

Or: Construction
cc: Construction
cc: Region Office
cc: Files

SIGNED Alfred M. Batty LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAY 4 - 1972

FOR FILING

7720

May 4, 1972

Rogue River Paving Company, Inc.
P. O. Box 250
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7720 for paving on the Reedsport-Clear Lake Section of the Oregon Coast Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
A. W. Bates

7722 Chickahominy Creek-Sagehen Summit '72
Section, Central Oregon Hwy., W. of
Burns (Paving)

S

7722

November 28, 1972

The Travelers Indemnity Co.
700 Main Street
Hartford, Connecticut 06108

Gentlemen:

A post-final payment for $2,168.25 will be made to Babler Bros., Inc., on Contract No. 7722 for paving on the Chickahominy Creek-Sagehen Summit Section of the Central Oregon Highway in Harney County as soon as the warrant is prepared.

The total amount paid on this contract will be $519,290.74 including the post-final payment. Of the total $3,653.02 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Monner
Wendell Schwartz

RECEIVED
[illegible] 1972
FOR FILING

7722

November 21, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

Gentlemen

On November 15, 1972, we wrote to you concerning release of final payment on Contract No. 7722 awarded to Babler Bros., Inc., for paving on the Chickahominy Creek-Sagehen Summit Section of the Central Oregon Highway in Harney County.

Final payment on this contract is $3,855.20 and the total contract amount is $517,122.49 including $3,653.02 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Monner
W. E. Schwartz

5

7722

November 14, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7722 Work Completed September 25, 1972

Project Chickahominy Cr. - Sagehen Summit

Highway Central Oregon County Harney

Type of Work Paving

Contractor Babler Bros., Inc.

Recommended Acceptance Date November 14, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

FORM E.1 (REV. 10-61)

OREGON STATE HIGHWAY DIVISIC

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Chickahominy Creek - Sagehen Summit
WEEK ENDING: Oct. 28, 1972
SECTION PREFIX: 13-1112
HIGHWAY: Central Oregon
COUNTY: Harney
NAME OF JOB: Chickahominy Creek - Sagehen Summit
KIND OF WORK: Paving
CONTRACTOR: Babler Bros., Inc.
CONTRACT NUMBER: 7722
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 19, 1972
DATE WORK STARTED: May 1, 1972
ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN
SUPERVISION
SPECIFIED WORK DAYS
SPECIFIED work CALENDAR DAYS: 140
WORK DAYS USED
wprk CALENDAR DAYS USED: 143
SPECIFIED COMPLETION DATE:
PERCENT OF TIME ELAPSED: 102
PROJECT AUTHORIZATION: $ 550,296.18
EXCLUSIVE OF ENGINEERING: $ 504,368.73
ENGINEERING AUTHORIZATION: $ 45,927.45
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 477,251.88
ENGINEERING COST TO DATE: $ 28,943.00
This Week: 406.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT OVERRUN UNDERRUN: 5 %
PERCENT OF AUTHORIZATION: 63 %
DATE PROJECT WAS COMPLETED: Sept. 25, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
				100	100		

	GRADING	AC in State Vehicles	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					14.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED					14.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,500 T	6,800 CY		51,400 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1,492	9,303		51,358
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FFIDAY				
SATURDAY				

RECEIVED
OCT 30 1972
CONSTRUCTION SECTION

Routing
Keasey
Bond
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-final Estimate was submitted to the regional office Oct. 28, 1972

* * * * FINAL REPORT * * *

SIGNED R.H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
[illegible] - 1972
FOR FILING

7722

May 4, 1972

Babler Bros., Inc.
4617 S. E. Milwaukie Avenue
Portland, Oregon 97202

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7722 for paving on the Chickahominy Creek-Sagehen Summit Section of the Central Oregon Highway in Harney County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **The Travelers Indemnity Company**
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
R. H. Clark

7723 Klamath River-Keno Section, of 1972
Green Springs Hwy., W. of Kla. Falls
(Paving)

RECEIVED
JUN [illegible] 1972

FOR FILING

7723

S

June 26, 1972

Argonaut Insurance Company
230 Middlefield Road
Menlo Park, California 94025

Gentlemen:

Contract No. 7723 awarded to Klamath Paving Company for work on the Klamath River-Keno Section of the Green Springs Highway in Klamath County was completed on May 19, 1972 and accepted by the Highway Commission on June 21, 1972.

Final payment in the amount of $200 will be released to the contractor after July 1, 1972. The total contract amount is $170,068.01 including $4,283.46 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Klamath Paving Co.
P. O. Box 1180
Klamath Falls, Oregon 97601

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
J. F. Putnam

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 23, 1972**

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7723 **Work Completed** May 19, 1972

Project Klamath River-Keno

Highway Green Springs **County** Klamath

Type of Work Paving

Contractor Klamath Paving Co.

Recommended acceptance date June 21, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on June 27, 1972 for your formal concurrence.

cc: Floyd Query ✓
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

Surety letter
written 6-26-72.
dr.

NOTED
C. W. HEAD

7723

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Klamath River - Keno

WEEK ENDING: May 27, 1972

SECTION PREFIX: 18-1151

HIGHWAY: Green Springs

COUNTY: Klamath

NAME OF JOB: Klamath River - Keno

KIND OF WORK: Paving

CONTRACTOR: Klamath Paving Co.

CONTRACT NUMBER: 7723

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 19, 1972

DATE WORK STARTED: April 25, 1972

ESTIMATED COMPLETION DATE: ~~August 9, 1972~~

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: -   SUPERVISION: -

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 100

WORK DAYS USED / CALENDAR DAYS USED: Work 18

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 18

PROJECT AUTHORIZATION: $ 190,453.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 175,351.00

ENGINEERING AUTHORIZATION: $ 15,102.00

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 170,540.61

ENGINEERING COST TO DATE: $ 10,500.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION incl. Engr.: 95.6

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.7 %

PERCENT OF AUTHORIZATION: 70 %

DATE PROJECT WAS COMPLETED: 5-19-72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				6.6	6.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED				6.6	6.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)				20 Ton	16,800T-1090T
TOTAL QUANTITIES CORRECTED TO DATE				5.87 Ton	16,814T-1077T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				"	" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY				-
MONDAY				- K
TUESDAY				-
WEDNESDAY				-
THURSDAY				-
FRIDAY				-
SATURDAY				-

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work
MONDAY	Office personnel working on Semi-Final all this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final was submitted to Region office 5-25-72.

The striping has not been completed.

This will be the last Weekly Report for this project.

SIGNED E. J. Dunn LOCATION Klamath Falls

CC: Const (2)
Region (1)
File (1)

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
MAY 4 - 1972
FOR FILING

7723

May 4, 1972

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7723 for paving on the Klamath River-Keno Section of the Green Springs Highway in Klamath County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Ward Insurance Agency
149 12th Avenue, West
Eugene, Oregon 97401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
E. J. Dunn

RECEIVED

7723

February 15, 1972

Mr. Art Barkhurst
Mr. Joe DeGrande
Box 82
Keno, Oregon 97627

Gentlemen:

Thank you for your letter concerning the condition of the Green Springs Highway between Klamath Falls and Keno.

In all probability, I will make an inspection of this highway in the not-too-distant future.

Funds for four laning are not available at this time, but we will take the necessary steps to provide a usable surface.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:fn

cc George M. Baldwin
F. B. Klaboe
K. S. Hunter
R. N. Bothman
J. F. Putnam
John Gunter

Mr. Art Barkhurst
Box 82
Keno, Oregon 97627

February 9, 1972

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Recently Mr. John L. Gunter, District Highway Superintendent, was advised of the problem of maintenance and the inadequacy of the Keno Highway.

Our feeling in the community is that to allow this section of highway to deteriorate further, would create a great hazard to the public. Heavy logging traffic over this highway has caused it to break down faster than under normal conditions.

Due to these facts and those set out in our letter to Mr. Gunter, we feel the State Highway Division should seriously consider making this a four-lane road. Also, we would like to see better maintenance service in the future.

Sincerely yours,

Art Barkhurst

Joe DeGrande

Enclosure: Letter sent to
Mr. John L. Gunter

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

Mr. Art Barkhurst
Box 82
Keno, Oregon 97627

February 9, 1972

Mr. John L. Gunter
District Maintenance Superintendent
State Highway Division
2557 Altamont Drive
Klamath Falls, Oregon 97601

Dear Mr. Gunter:

In our conversation relating to the Keno Highway, you asked for a letter indicating our desire for improvement and for increased maintenance of this heavily-used road.

We have never seen the Keno Highway in such bad condition as it is at this time. Maintenance has fallen off to such a degree that at times it is almost impassible. Further, heavy logging equipment has created a serious safety hazard to the public.

Over the past year, the number of people in our area has increased to a great extent. This narrow, two-lane highway does not have a base strong enough to support such heavy traffic.

Due to the fact that the present roadway is not sufficient to carry the required daily traffic, we feel the Highway Division should consider increasing the width to 4 lanes. Also, we would like to see better maintenance service.

Sincerely yours,

Art Barkhurst
Joe DeGrande

7724 Odell Butte Rock Production Proj., near Crescent Lake Jct. on the Willamette Hwy. 197[illegible]

5

RECEIVED
1972

1724

October 2, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On September 22, 1972, we wrote to you concerning release of final payment on Contract No. 7724 awarded to L. V. Anderson and Sons, Inc., for rock production on the Odell Butte Section of the Willamette Highway in Klamath County.

Final payment on this contract is $3,161.67 and the total contract amount is $63,233.45. No work was performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. V. Anderson and Sons, Inc.
P. O. Box 757
Oakridge, OR 97463

C. T. Keasey
Walt Hart
V. E. Skoog
  Attn: W. L. Monner
J. F. Putnam

RECEIVED
[illegible] '72

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7724

DATE September 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7724 , Work Completed July 10, 1972

Project Odell Butte

Highway Willamette County Klamath

Type of Work Rock Production

Contractor L. V. Anderson & Sons, Inc.

Recommended Acceptance Date September 20, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:bb
cc: Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Odell Butte

WEEK ENDING: July 15, 1972

SECTION PREFIX: ~~XXXXXX~~ 18-8343

HIGHWAY: Willamette

COUNTY: Klamath

NAME OF JOB: Odell Butte

KIND OF WORK: Rock Production

CONTRACTOR: L. V. Anderson & Sons Inc

CONTRACT NUMBER: 7724

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 19, 1972

DATE WORK STARTED: May 22, 1972

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: October 1, 1972

PERCENT OF TIME ELAPSED: 47

PROJECT AUTHORIZATION: $72,947.95

EXCLUSIVE OF ENGINEERING: $66,576.95

ENGINEERING AUTHORIZATION: $6,371.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $63,233.45

ENGINEERING COST TO DATE: $3,422.91

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 5 %

PERCENT OF AUTHORIZATION: 53.7 %

DATE PROJECT WAS COMPLETED: July 10, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			22,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			21,956 CY		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			21,956 CY		
AVERAGE DAILY QUANTITIES			0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 17 1972
CONSTRUCTION SECTION

Keasey
Bond
Walker
Johnsen
Litchfield

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	July 9	No activity
MONDAY	10	Final Inspection by J. F. Putnam Region Engineer
TUESDAY	11	Office work - Semi final Estimate
WEDNESDAY	12	Office work Semi-final estimate
THURSDAY		
FRIDAY		
SATURDAY		

REMARKS

Semi-final estimate sugmitted to region office July 12, 1972

FINAL WEEKLY REPORT

SIGNED H W Robertson LOCATION Bend

W. W. Robertson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP*F216

RECEIVED
MAY 4 - 1972
FOR FILING

7724

May 4, 1972

L. V. Anderson & Sons, Inc.
P. O. Box 757
Oakridge, Oregon 97463

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7724 for the Odell Butte Rock Production Project on the Willamette Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

R[illegible]D
MAR 16 1972
FOR FILING

FORM E-30 (REV. 10-69)

77-4

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Fiscal 1972
Rock Production Projects

To:
Frank Hall
DESIGN ENGINEER

BUILDING

The following list of rock production projects has been approved by Assistant Highway Engineer E. S. Hunter:

Project	Quantity	Est. Cost	Completion Date
Santiam Junction	45,000 c.y.	$180,000	Oct. 15, 1972
Port Orford	10,000 c.y.	60,000	Aug. 1, 1972
Warm Springs	10,000 c.y.	69,000	Aug. 15, 1972
Odell Butte	22,000 c.y.	63,000	Oct. 1, 1972
Mitchell	10,000 c.y.	65,000	Sept. 15, 1972
Seneca	10,000 c.y.	65,000	Sept. 1, 1972
Spray	10,000 c.y.	65,500	Sept. 1, 1972
Brogan Hill	10,000 c.y.	65,000	July 10 and Aug. 15, 1972

Special provisions, sketch maps, estimates of cost and project data are transmitted so that these jobs can be prepared for the April 13, 1972 bid letting. The Chiloquin project will be handled by purchase requisition methods.

Robert N. Bothman
Maintenance Engineer

By:

OBJackmond

O. B. Jackmond
Maintenance Operations Engineer

OBJ:mlp
Attachments
cc: E. S. Hunter
L. H. Young
Regional Engineers
F. D. Morgan

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7725 Lower Klamath Lake Sec. on Lower 1972
Klamath Hwy., S. of Klamath Falls
(Paving)

7725

July 13, 1973

Feenaughty Machinery Company
P. O. Box 13279
Portland, Oregon 97213

Gentlemen:

As advised in your letter of July 12, 1973, we have noted your records to indicate your claim in the amount of $1,500.00 against George R. Stacy Company (Contract No. 7725) has been satisfied. We will notify the surety involved of this fact.

Thank you for your letter.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

RMG:td
cc George R. Stacy Company
P. O. Box 853
Klamath Falls, Oregon 97601

Fidelity & Deposit Co. of Maryland
Portland Branch Office
3005 First National Bank Tower
Portland, Oregon 97201

NOTED ON CARD
7-13-73

282-2566

FEENAUGHTY
MACHINERY
COMPANY

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

July 12, 1973

Russ
pls handle
cec

Mr. C. W. Head, Secretary
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon 97310

Re: File No. 4744

Dear Mr. Head:

Thank you for your letter of July 3, 1973 concerning our claim for equipment rental against George R. Stacey Co. Contract No. 7725 in Klamath County.

We had a call yesterday from Mr. Stacey concerning our claim of $1500.00. We have negotiated a settlement on this claim and this morning I received his check. Would you please cancel our claim against George R. Stacey Co. and notify the bonding company.

Thank you for your assistance in this matter.

Yours very truly,

FEENAUGHTY MACHINERY CO.

Wm. F. Richardson

Wm. F. Richardson
Treasurer

WFR fg

NOTED
C. W. HEAD

ROAD BUILDING MACHINERY · CONTRACTORS' EQUIPMENT AND SUPPLIES

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

7725 5

July 3, 1973

Feenaughty Machinery Company
P. O. Box 13279
Portland, Oregon 97213

Attention: Wm. F. Richardson
Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of June 29 concerning your claim for equipment rental in the amount of $1,500 against the George R. Stacy Company, Contract No. 7725 in Klamath County.

This Contract was accepted by the Oregon State Highway Commission on August 24, 1972.

Our records show that your claim was filed with the Secretary of State on December 20, 1972 and was assigned his File No. 4744. This filing will protect your claim under the bond.

You mentioned that you have had no reply from the surety or from the George R. Stacy Company. For your information we are attaching a copy of excerpts from the Oregon Revised Statutes relating to public contracts. Action by Claimant on Contractor's Bond is outlined in ORS 279.536 on page 3 of the excerpts.

We are forwarding a copy of your letter to the Fidelity & Deposit Company of Maryland and the George R. Stacy Company.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:td

cc Fidelity & Deposit Company of Maryland
George R. Stacy Company

NOTED ON CARD
7-3-73 J.D.

282-2566

FEENAUGHTY
MACHINERY
COMPANY

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

June 29, 1973

Mr. Cecil W. Head
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

On December 14 we wrote you a letter asking that you place a lien against the funds payable to George R. Stacy Co. in the amount of $1500.00. A copy of our letter is attached. On December 19 we received a letter from you stating that you had notified the Fidelity and Deposit Company of Maryland who furnished the performance bond on this contract, and would forward to the Secretary of State for the filing of the lien.

As of this date we have had no reply from either the Fidelity and Deposit Company of Maryland or from George R. Stacy Co. We were wondering if you would investigate this claim and notify us as soon as possible.

Sincerely,

FEENAUGHTY MACHINERY CO.

Wm. F. Richardson

Wm. F. Richardson
Treasurer

Encl.

RECEIVED
JUL 2 - 1973
OREGON
STATE HIGHWAY COMMISSION

#4744
12/20/72
Sec of St-

ROAD BUILDING MACHINERY · CONTRACTORS' EQUIPMENT AND SUPPLIES

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
FEENAUGHTY MACHY. CO.
[illegible] 1972

December 19, 1972

Feenaughty Machinery Company
P. O. Box 13279
Portland, Oregon 97213

Attention: William F. Richardson
Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of December 14, 1972, with attached statements advising us that George R. Stacy Company owes you $1,500 for the rental of a Blaw-Knox Paver.

This appears to be in reference to the George R. Stacy Company Contract No. 7725 for paving on the Lower Klamath Lake Section of the Lower Klamath Highway in Klamath County.

STACY

The Fidelity & Deposit Company of Maryland, Portland Branch Office, 1225 Failing Building, Portland, Oregon 97204 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Head

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc Fidelity & Deposit Company of Maryland
George R. Stacy Company

RECEIVED
JUL 2 - 1973
OREGON
STATE HIGHWAY COMMISSION

December 14, 1972

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Head:

We rented a Blaw-Knox Paver to the George R. Stacy Co. which was used on their job from June 5 through July 18, 1972. This paver was used on the Lower Klamath Lake Section Highway which was a State Project under Contract No. 7725. This job was completed approximately July 20 and accepted August 24, 1972.

We are enclosing a copy of our statement as well as the invoices and credit memo applying to this account. We would like you to place a lien against the funds payable to George R. Stacy Co. in the amount of $1500.00. The Surety Bond on this job was covered by Fidelity and Deposit Co. of Maryland through their Klamath Falls office. We have carried on a lengthy correspondence with George R. Stacy Co. and finally received payment of the first invoice #6-5108 on November 16. Our other invoice for one-half month's rent or $1500.00 has not been paid.

If you could help us in this matter, it would be greatly appreciated.

Yours very truly,

FEENAUGHTY MACHINERY CO.

Wm. F. Richardson
Treasurer

WFR fb

RECEIVED
JUL 2 - 1973
OREGON
STATE HIGHWAY COMMISSION

5

RECEIVED
[illegible]

FOR FILING

7725

Fidelity and Deposit Company

BONDING

OF MARYLAND

INSURANCE

CLAIM DEPARTMENT

606 Fidelity Building—Baltimore, Md. 21203

Telephone: (301) 539-0800

Robert D. Carnaghan
Manager and Attorney
George D. Nichols
Associate Manager and Attorney
W. Jerome O'Connor
Assistant Manager and Attorney

W. D. Bollinger, *Vice-President and General Attorney*

SALVAGE DIVISION
C. T. Maddox
Manager and Attorney

January 9, 1973

C. W. Head, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

#7725

Re: Our Claim No. #42 612
George R. Stacy Company
Bond No. 58 61 641

Dear Mr. Head:

We hereby acknowledge receipt of carbon copy of your letter of December 19, 1972 addressed to Feenaughty Machinery Company concerning their account with George R. Stacy Company. I have forwarded copy of your correspondence to Mr. D. V. McKenney of our Portland Office for handling. Should further correspondence in this matter be necessary please contact Mr. McKenney directly at the address listed below.

Very truly yours,

Thomas A. Coughlin

Thomas A. Coughlin, III, Attorney
Claim Department

TAC/cfh

cc: Mr. D. V. McKenney
Portland Claim Office

Noted on contract card
CH.

[illegible]

NOTED
C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

4744

FILED
DEC 20 1972
[illegible]

R FD
AM '72
S
TATE

7725

December 19, 1972

Feenaughty Machinery Company
P. O. Box 13279
Portland, Oregon 97213

NOTED ON CARD
12-21-72 KS

Attention: William F. Richardson
Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of December 14, 1972, with attached statements advising us that George R. Stacy Company owes you $1,300 for the rental of a Blaw-Knox Paver.

This appears to be in reference to the George R. Stacy Company Contract No. 7725 for paving on the Lower Klamath Lake Section of the Lower Klamath Highway in Klamath County.

The Fidelity & Deposit Company of Maryland, Portland Branch Office, 1225 Failing Building, Portland, Oregon 97204 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc Fidelity & Deposit Company of Maryland
George R. Stacy Company

bc Hon. Clay Myers - Please acknowledge receipt of attached ✓
claim on the enclosed copy of this letter.

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

282-2566

MACHINERY
COMPANY

4800 NORTHEAST COLUMBIA BLVD. (P. O. BOX 13279, PORTLAND, OREGON 97213)

December 14, 1972

Mr. Cecil W. Head, Secretary
Oregon State Highway Commission
State Highway Bldg.
Salem, Oregon 97310

Dear Mr. Head:

We rented a Blaw-Knox Paver to the George R. Stacy Co. which was used on their job from June 5 through July 18, 1972. This paver was used on the Lower Klamath Lake Section Highway which was a State Project under Contract No. 7725. This job was completed approximately July 20 and accepted August 24, 1972.

We are enclosing a copy of our statement as well as the invoices and credit memo applying to this account. We would like you to place a lien against the funds payable to George R. Stacy Co. in the amount of $1500.00. The Surety Bond on this job was covered by Fidelity and Deposit Co. of Maryland through their Klamath Falls office. We have carried on a lengthy correspondence with George R. Stacy Co. and finally received payment of the first invoice #6-5108 on November 16. Our other invoice for one-half month's rent or $1500.00 has not been paid.

If you could help us in this matter, it would be greatly appreciated.

Yours very truly,

FEENAUGHTY MACHINERY CO.

Wm F. Richardson

Wm. F. Richardson
Treasurer

WFR fg

RECEIVED
DEC [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR

FOLLOWUP OLDEST ITEM BAL.

A

NAME GEO. R. STACY CO.
ADDRESS P.O. BOX 853
KLAMATH FALLS, OREGON 97601
CITY

ACCT NO
SHEET NO 1
CREDIT RATING
CREDIT LIMIT

DATE	REFERENCE	CHARGES	CREDITS	BALANCE
		BALANCE FORWARD		
APR 28'72CS		Down Payment →	500.00 -	500.00 ±
[illegible]	1,11[illegible]	7.[illegible] +		[illegible]
JUN. 2'72	[illegible],1[illegible]	[illegible] +		[illegible]7.48 ●
JUL 1'72	5,1[illegible]	3,0[illegible] +		5,5[illegible]7.4[illegible] ●
JUL 19'72CM	5,135		1,500.00 -	4,057.48 ●
NOV 16'72CS			2,557.48 -	1,500.00 ●

Burroughs Form 98 1002 – S-3007 PRINTED IN U.S. AMERICA

[illegible]
[illegible]

RECEIVED
DEC 18 1972
OREGON
STATE HIGHWAY COMMISSION

6 5108

June 2, 1972

P 09246

Customer order
4/21
5/5

George R. Stacy Co.
P.O. Box 853
Klamath Falls, Oregon 97601

Feenaughty Yd

Used 1968 Blaw Knox Paver S/N 180-0059-034 powered by GMC diesel Model 4-53 S/N 4D37071; vibratory oscillating screed; vibratory extensions for 16' paving; automatic Blaw-Kontrol; floating beam; small shoe

Value - $24,500.00
Rental rate $3000 per month

90% of rental to apply if machine purchased during 1972

Rental 6/5 - 7/5/72 3000 00

3000.00

6 5108

George R. Stacy Co. 3000.00

RECEIVED
DEC 18 1972
OREGON
STATE HIGHWAY COMMISSION

7 5104

June 27,1972
P 09834

customer order

6/5

Bud Storey

Feenaughty

George R. Stacy Co.
Box 853
Klamath Falls, Oregon 97601

Used 1968 Blaw Knox Paver S/N 180-0059-034 powered by GMC diesel Model 453 S/N 4D37071; vibratory oscillating screed; vibratory extensions for 16' paving; automatic Blaw Kontrol; floating beam; small shoe

Value $24,500.00

Rental 7/5 - 8/5/72

3000 00

3000.00

7 5104

3000.00

George R. Stacy Co

RECEIVED
DEC 18 1972
OREGON
STATE HIGHWAY COMMISSION

7 5135

July 26, 1972

P 0042

George R. Stacy Co.
Box 853
Klamath Falls, Oregon 97601

We credit your account for time not used on our Invoice 7 5104 dated 6/27/72 covering PF180 Blaw Knox Paver S/N 180-0059-034

Rental charged 7/5 - 8/5/72	3000 00	
Used for period 7/5-7/18/72 2 weeks	1500 00	
We credit 1/2 month		1500 00

1500.00

George R. Stacy Co.

RECEIVED
DEC 8 1972
OREGON
STATE HIGHWAY COMMISSION

7 5135

1500.00

[illegible]
SEP 5 - 1972
FOR FILING

7725

September 1, 1972

Fidelity & Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Gentlemen

On August 29, 1972, we wrote to you concerning release of final payment on Contract No. 7725 awarded to George R. Stacy Company for work on the Lower Klamath Lake Section of the Lower Klamath Highway in Klamath County.

Final payment on this contract is $9,461.47 and the total contract amount is $189,229.49, including $3,006.12 for work performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc George R. Stacy Co.
P. O. Box 853
Klamath Falls, Oregon 97601

Fidelity & Deposit Co. of Maryland
Baltimore,
Maryland

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: John Herr
J. F. Putnam

RECEIVED
AUG 29 1972
FOR FILING

S

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7725

DATE **August 25, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7725 **Work Completed** July 20, 1972

Project Lower Klamath Lake

Highway Lower Klamath **County** Klamath

Type of Work Paving

Contractor Geo. R. Stacy Co.

Recommended Acceptance Date August 24, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dgk

cc: Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

FORM E-1 (REV. 10-52)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Lower Klamath Lake

WEEK ENDING: August 5, 1972

SECTION PREFIX: 118-1152

HIGHWAY: Lower Klamath

COUNTY: Klamath

NAME OF JOB: Lower Klamath Lake

KIND OF WORK: Paving

CONTRACTOR: Geo. R. Stacy Co.

CONTRACT NUMBER: 7725

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 20, 1972

DATE WORK STARTED: May 31, 1972

ESTIMATED COMPLETION DATE: July 20, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS Work 100

WORK DAYS USED

CALENDAR DAYS USED Work 76

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 76

PROJECT AUTHORIZATION: $ 214,267.57

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 197,277.19

ENGINEERING AUTHORIZATION: $ 16,990.38

Exp. This Week 1,004.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 192,507.61

ENGINEERING COST TO DATE: $ 16,530.00

DATE PROJECT WAS COMPLETED: July 20, 1972

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2.4 %

PERCENT OF AUTHORIZATION: 97 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				7.02	7.02
MILES PARTIALLY COMPLETED					
MILES COMPLETED				7.02	7.02
TOTAL ESTIMATED QUANTITIES (CONTRACT)				20 Ton	18900T-1230T
TOTAL QUANTITIES CORRECTED TO DATE				17.7 Ton	18525T-1351T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				"	"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Part Cloudy-Warm			
MONDAY	Clear-Warm			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	" "			
FRIDAY	" "			
SATURDAY	" "			

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnson — Berg

RECEIVED
AUG 8 1972
CONSTRUCTION
SECTION

Fw

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See Remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office Personnel completed the semi-final estimate this week and mailed to the Region Office.

This is the final weekly report for the project.

cc: Const (2)
Region (1)
File (1)

SIGNED E.J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

Southern Pacific
Transportation Company
251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
~~C. T. SADERS~~
~~ASSISTANT SUPERINTENDENT~~
J. W. FERGUSON
DIVISION ENGINEER

7725

IN REPLY PLEASE REFER TO
323-3

June 22, 1972

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to State Contract No. 7725 relative to overlay on Lower Klamath Lake Section of Lower Klamath Highway involving railroad grade crossing CFA 546.9.

The following insurance provides satisfactory coverage:

Reliance Insurance Co. Policy GA 7 56 06 55, expiring Feb. 24, 1973 covering contractor.

United Pacific Insurance Co. Policy RRP 3371, expiring April 18, 1973, covering SPT Co.

Yours truly,

AWKilborn

cc: George R. Stacy Company
Post Office Box 853
Klamath Falls, Oreg. 97601

Copies to: F Query
JF Putnam
EJ Dunn
MG Havig

Routing
Keasey
Bond
Joh
RECEIVED
JUN 2 6 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

NOTED
FLOYD QUERY

RECEIVED

[illegible]

UTILITY UNIT

NOTED F. B. KLABOE

7725

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 11, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Conformed Copy-Contract & Bond
Lower Klamath Lake Section
Lower Klamath Highway
Klamath County
Contract No. 7725
Your File: 323-3

Gentlemen:

Herewith you will find one conformed copy of the State's contract and bond for this project.

This is being supplied to you as promised in our letter dated April 24, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
San Francisco w/attachment

F. B. Klaboe
Floyd Query
J. F. Putnam
E. J. Dunn
J. E. Holcomb

OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 11 1972
FOR FILING

7725

May 10, 1972

George R. Stacy Company
P. O. Box 853
Klamath Falls, Oregon 97601

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7725 for paving on the Lower Klamath Lake Section of the Lower Klamath Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc Fidelity & Deposit Co. of Maryland
Portland Branch Office
1225 Failing Building
Portland, Oregon 97204

Fidelity & Deposit Co. of Md.
Baltimore, Maryland

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
E. J. Dunn

UNITED PACIFIC
RELIANCE
INSURANCE COMPANIES

#7725

CORRESPONDENCE
IN REFERENCE TO:
☐ UNITED PACIFIC
☐ UNITED PACIFIC LIFE
☐ CASCADE
☐ UNI-PAC

NO CARBON NECESSARY
REMOVE REQUIRED NUMBER OF SHEETS FROM PAD BEFORE USING.

DATE 4-28-72
BRANCH/DEPARTMENT
TO Lawrence 7725 Slater Agency
FROM
SUBJECT Geo. Stacy Co.

Railroad Protective

Mr. Slater - Please note Mr. Bainter countersigned the attached RRP 3371 policy. Attached is yours & Mr. Stacy's copy. I sent the original to:

Southern Pacific Transportation Co.
324 Union Station
Portland, Oregon 97209
Att: Mr. E. A. Kendrew.

Endorsement increasing limits on GA 7560655 is being processed & you will probably receive next Wed. or Thurs. Hope you find everything in order.

Betty Katon

O-1138

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
JUN 2 1972
CONSTRUCTION SECTION
Pease
Glann
Litchfield
Berg

(RRP 3371)

Southern Pacific Transportation Co.

324 Union Station, Portland, Oregon 97209

4-18-72 to 4-18=73

with respect to each of the following

Liability	500,000.
	1,000,000.
Liability	500,000.
Damage to Property	1,000,000.

Geo. R. Stack Co.

P. O. Box 853, Klamath Falls, Oregon

of Governmental Authority for whom

Designation of the Job Site and Description of Work

	Rate per $100 of Cost			
	Coverage A	Coverage		
275,000.	.06	.03	186.00	192.00
	Coverage B		Advance Premium Totals	378.00
186.00 MP	192.00 MP			

Countersigned by

Job # 7725

UNITED PACIFIC INSURANCE COMPANY
TACOMA, WASHINGTON
HEREINAFTER CALLED THE COMPANY

Agrees with the insured, named in the declarations made a part hereof, in consideration of the payment of the premium and in reliance upon the statements in the declarations made by the named insured and subject to all of the terms of this policy:

INSURING AGREEMENTS

I. Coverage A – Bodily Injury Liability

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of bodily injury, sickness, or disease, including death at any time resulting therefrom, hereinafter called "bodily injury," either (1) sustained by any person arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, or (2) sustained at the designated job site by the contractor or any employee of the contractor, or by any employee of the governmental authority specified in Item 5 of the declarations or by any designated employee of the insured, whether or not arising out of such acts or omissions.

Coverage B – Property Damage Liability

To pay on behalf of the insured all sums which the insured shall become legally obligated to pay as damages because of physical injury to or destruction of property, including loss of use of any property due to such injury or destruction, hereinafter called "property damage," arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations.

Coverage C – Physical Damage to Property

To pay for direct and accidental loss of or damage to rolling stock and their contents, mechanical construction equipment, or motive power equipment, hereinafter called loss, arising out of acts or omissions at the designated job site which are related to or are in connection with the work described in Item 6 of the declarations, provided such property is owned by the named insured or is leased or entrusted to the named insured under a lease or trust agreement.

II. Definitions

(a) **Insured** – The unqualified word "insured" includes the named insured and also includes any executive officer, director or stockholder thereof while acting within the scope of his duties as such.

(b) **Contractor** – The word "contractor" means the contractor designated in Item 4 of the declarations and includes all subcontractors of said contractor but shall not include the named insured.

(c) **Designated employee of the insured** – The words "designated employee of the insured" mean

(1) any supervisory employee of the insured at the job site
(2) any employee of the insured while operating, attached to or engaged on work trains or other railroad equipment at the job site which are assigned exclusively to the contractor, or
(3) any employee of the insured not within (1) or (2) who is specifically loaned or assigned to the work of the contractor for prevention of accidents or protection of property, the cost of whose services is borne specifically by the contractor or by governmental authority.

(d) Contract – The word "contract" means any contract or agreement to carry a person or property for hire, or any lease, trust or interchange contract or agreement respecting motive power, rolling stock or mechanical construction equipment.

III. Defense, Settlement, Supplementary Payments

With respect to such insurance as is afforded by this policy under coverages A and B, the company shall:

(a) defend any suit against the insured alleging such bodily injury or property damage and seeking damages which are payable under the terms of this policy, even if any of the allegations of the suit are groundless, false or fraudulent; but the company may make such investigation and settlement of any claim or suit as it deems expedient;

(b) pay, in addition to the applicable limits of liability:

(1) all expenses incurred by the company, all costs taxed against the insured in any such suit and all interest on the entire amount of any judgment therein which accrues after entry of the judgment and before the company has paid or tendered or deposited in court that part of the judgment which does not exceed the limit of the company's liability thereon;

(2) premiums on appeal bonds required in any such suit, premiums on bonds to release attachments for an amount not in excess of the applicable limit of liability of this policy, but without obligation to apply for or furnish any such bonds;

(3) expenses incurred by the insured for such immediate medical and surgical relief to others as shall be imperative at the time of the occurrence;

(4) all reasonable expenses, other than loss of earnings, incurred by the insured at the company's request.

IV. Policy Period Territory

This policy applies only to occurrences and losses during the policy period and within the United States of America, its territories or possessions, or Canada.

EXCLUSIONS

This policy does not apply:

(a) to liability assumed by the insured under any contract or agreement except a contract as defined herein;

(b) to bodily injury or property damage caused intentionally by or at the direction of the insured;

(c) to bodily injury, property damage or loss which occurs after notification to the named insured of the acceptance of the work by governmental authority, other than bodily injury, property damage or loss resulting from the existence or removal of tools, uninstalled equipment and abandoned or unused materials;

(d) under coverages A (1), B and C, to bodily injury, property damage or loss, the sole proximate cause of which is an act or omission of any insured other than acts or omissions of any designated employee of any insured;

(e) under coverage A, to any obligation for which the insured or any carrier as his insurer may be held liable under any workmen's compensation, unemployment compensation or disability benefits law, or under any similar law; provided that the Federal Employers' Liability Act, U. S. Code (1946) Title 45, Sections 51-60, as amended, shall for the purposes of this insurance be deemed not to be any similar law;

(f) under coverage B, to injury to or destruction of property (1) owned by the named insured or (2) leased or entrusted to the named insured under a lease or trust agreement;

(g) under coverage C, to loss due to nuclear reaction, nuclear radiation or radioactive contamination, or to any act or condition incident to any of the foregoing.

CONDITIONS

The conditions, except conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply to all coverages. Conditions 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 apply only to the coverage noted thereunder.

1. **Premium** — The premium bases and rates for the hazards described in the declarations are stated therein. Premium bases and rates for hazards not so described are those applicable in accordance with the manuals in use by the company.

   The term "contract cost" means the total cost of all work described in Item 6 of the declarations.

   The term "rental cost" means the total cost to the contractor for rental of work trains or other railroad equipment including the remuneration of all employees of the insured while operating, attached to or engaged thereon.

   The advance premium stated in the declarations is an estimated premium only. Upon termination of this policy, the earned premium shall be computed in accordance with the company's rules, rates, rating plans, premiums and minimum premiums applicable to this insurance. If the earned premium thus computed exceeds the estimated advance premium paid, the company shall look to the contractor specified in the declarations for any such excess; if less, the company shall return to the said contractor the unearned portion paid.

   In no event shall payment of premium be an obligation of the named insured.

2. **Inspection** — The named insured shall make available to the company records of information relating to the subject matter of this insurance.

   The company shall be permitted to inspect all operations in connection with the work described in Item 6 of the declarations.

3. **Limits of Liability (Coverage A)** — The limit of bodily injury liability stated in the declarations as applicable to "each person" is the limit of the company's liability for all damages, including damages for care and loss of services, arising out

[illegible] sustained by one person as the result of any one occurrence [illegible] declarations [illegible] "each occurrence" is, subject to the above provision [illegible] of the company's liability for all such damage on account of bodily injury [illegible] of any one occurrence

4. **Limits of Liability** (Coverages B & C) — The limit of liability under [illegible] applicable to "each occurrence" is the total limit of the company's liability for [illegible] and C combined arising out of physical injury to, destruction or loss of all property of [illegible] organizations, including the loss of use of any property due to such injury or destruction under coverage B, as the result of any one occurrence

Subject to the above provision respecting "each occurrence," the limit of liability [illegible] declarations as "aggregate" is the total limit of the company's liability for all damage and all [illegible] C combined arising out of physical injury to, destruction or loss of property [illegible] due to such injury or destruction under coverage B

Under coverage C, the limit of the company's liability for loss shall not exceed the [illegible] the loss is of a part thereof the actual cash value of such part, at time of [illegible] replace the property or such part thereof with other of like kind and quality

5. **Severability of Interests** (Coverages A & B) — The term "the insured" [illegible] inclusion herein of more than one insured shall not operate to increase the limit of the company's [illegible]

6. **Notice** — In the event of an occurrence or loss, written notice containing particulars [illegible] also reasonably obtainable information with respect to the time, place and circumstances [illegible] addresses of the injured and of available witnesses, shall be given by or for the insured to the company [illegible] authorized agents as soon as practicable. If claim is made or suit is brought against the insured [illegible] forward to the company every demand, notice, summons or other process received by [illegible]

7. **Assistance and Cooperation of the Insured** (Coverages A & B) — The insured shall [illegible] the company's request, attend hearings and trials and assist in making settlements [illegible] the attendance of witnesses and in the conduct of suits. The insured shall not [illegible] any payment, assume any obligation or incur any expense other than for such [illegible] others as shall be imperative at the time of accident

8. **Action Against Company** (Coverages A & B) — No action shall lie against the company [illegible] thereto, the insured shall have fully complied with all the terms of this policy [illegible] obligation to pay shall have been finally determined either by judgment [illegible] agreement of the insured, the claimant and the company

Any person or organization or the legal representative thereof [illegible] thereafter be entitled to recover under this policy to the extent of [illegible] organization shall have any right under this policy to join the company [illegible] determine the insured's liability. Bankruptcy or insolvency of [illegible] company of any of its obligations hereunder

Coverage C — No action shall lie against the company unless, as a condition [illegible] compliance with all the terms of this policy nor until thirty days after [illegible] determined as provided in this policy

9. Insured's **Duties in Event of Loss** (Coverage C) — In the event of loss the insured shall

(a) protect the property, whether or not the loss is covered by this policy [illegible] failure to protect shall not be recoverable under this policy [illegible] protection shall be deemed incurred at the company's expense

(b) file with the company, as soon as practicable after loss [illegible] proof [illegible] information as the company may reasonably require and shall [illegible] the damaged property.

10. **Appraisal** (Coverage C) — If the insured and the company fail to agree as to the amount of [illegible] days after the proof of loss is filed, demand an appraisal of the loss. In such event [illegible] select a competent appraiser, and the appraisers shall select a competent and [illegible] state separately the actual cash value and the amount of loss and failing to [illegible] umpire. An award in writing of any two shall determine the amount of loss. [illegible] his chosen appraiser and shall bear equally the other expenses of the appraisal and [illegible]

The company shall not be held to have waived any of its rights by any act relating to appraisal.

11 **Payment of Loss (Coverage C)** — The company may pay for the loss in money but there shall be no abandonment of the damaged property to the company.

12 **No Benefit to Bailee (Coverage C)** — The insurance afforded by this policy shall not inure directly or indirectly to the benefit of any carrier or bailee, other than the named insured, liable for loss to the property.

13 **Subrogation** — In the event of any payment under this policy, the company shall be subrogated to all the insured's rights of recovery therefor against any person or organization and the insured shall execute and deliver instruments and papers and do whatever else is necessary to secure such rights. The insured shall do nothing after loss to prejudice such rights.

14 **Application of Insurance** — The insurance afforded by this policy is primary insurance.

15. **Three Year Policy** — A policy period of three years is comprised of three consecutive annual periods. Computation and adjustment of earned premium shall be made at the end of each annual period. Aggregate limits of liability as stated in this policy shall apply separately to each annual period.

16 **Changes** — Notice to any agent or knowledge possessed by any agent or by any other person shall not effect a waiver or a change in any part of this policy or estop the company from asserting any right under the terms of this policy; nor shall the terms of this policy be waived or changed, except by endorsement issued to form a part of this policy, signed by a duly authorized agent of the company.

17. **Assignment** — Assignment of interest under this policy shall not bind the company until its consent is endorsed hereon.

18 **Cancelation** — This policy may be canceled by the named insured by mailing to the company written notice stating when thereafter the cancelation shall be effective. This policy may be canceled by the company by mailing to the named insured, contractor and governmental authority at the respective addresses shown in this policy written notice stating when not less than thirty days thereafter such cancelation shall be effective. The mailing of notice as aforesaid shall be sufficient proof of notice. The effective date and hour of cancelation stated in the notice shall become the end of the policy period. Delivery of such written notice either by the named insured or by the company shall be equivalent to mailing.

If the named insured cancels, earned premium shall be computed in accordance with the customary short rate table and procedure. If the company cancels, earned premium shall be computed pro rata. Premium adjustment may be made either at the time cancelation is effected or as soon as practicable after cancelation becomes effective, but payment or tender of unearned premium is not a condition of cancelation.

19 **Declarations** — By acceptance of this policy the named insured agrees that such statements in the declarations as are made by him are his agreements and representations, that the policy is issued in reliance upon the truth of such representations and that this policy embodies all agreements existing between himself and the company or any of its agents relating to this insurance.

In witness whereof, **THE UNITED PACIFIC INSURANCE COMPANY** has caused this policy to be signed by its President and Secretary, but the same shall not be binding upon the Company unless countersigned on the declarations page by a duly authorized agent of the company.

Harold R. Hawkins

SECRETARY

NUCLEAR ENERGY LIABILITY EXCLUSION ENDORSEMENT — BROAD FORM

It is agreed that this policy does not apply:

1. Under any Liability Coverage, to injury, sickness, disease, death or destruction
   (a) with respect to which an insured under the policy is also an insured under a nuclear energy liability policy issued by Nuclear Energy Liability Insurance Association, Mutual Atomic Energy Liability Underwriters or Nuclear Insurance Association of Canada, or would be an insured under any such policy but for its termination upon exhaustion of its limit of liability; or

RBP 17 3-70

(b) resulting from the hazardous properties of nuclear material and with respect to which (1) any person or organization is required to maintain financial protection pursuant to the Atomic Energy Act of 1954, or any law amendatory thereof, or (2) the insured is, or had this policy not been issued would be, entitled to indemnity from the United States of America, or any agency thereof, under any agreement entered into by the United States of America, or any agency thereof, with any person or organization.

II. Under any Medical Payments Coverage, or under any Supplementary Payments provision relating to immediate medical or surgical relief, to expenses incurred with respect to bodily injury, sickness, disease or death resulting from the hazardous properties of nuclear material and arising out of the operation of a nuclear facility by any person or organization.

III. Under any Liability Coverage, to injury, sickness, disease, death or destruction resulting from the hazardous properties of nuclear material, if

(a) the nuclear material (1) is at any nuclear facility owned by, or operated by or on behalf of, an insured or (2) has been discharged or dispersed therefrom;

(b) the nuclear material is contained in spent fuel or waste at any time possessed, handled, used, processed, stored, transported or disposed of by or on behalf of an insured; or

(c) the injury, sickness, disease, death or destruction arises out of the furnishing by an insured of services, materials, parts or equipment in connection with the planning, construction, maintenance, operation or use of any nuclear facility, but if such facility is located within the United States of America, its territories or possessions or Canada, this exclusion (c) applies only to injury to or destruction of property at such nuclear facility.

IV. As used in this exclusion:

"hazardous properties" include radioactive, toxic or explosive properties;

"nuclear material" means source material, special nuclear material or byproduct material;

"source material", "special nuclear material", and "byproduct material" have the meanings given them in the Atomic Energy Act of 1954 or in any law amendatory thereof;

"spent fuel" means any fuel element or fuel component, solid or liquid, which has been used or exposed to radiation in a nuclear reactor;

"waste" means any waste material (1) containing byproduct material and (2) resulting from the operation by any person or organization of any nuclear facility included within the definition of nuclear facility under paragraph (a) or (b) thereof;

"nuclear facility" means

(a) any nuclear reactor,

(b) any equipment or device designed or used for (1) separating the isotopes of uranium or plutonium, (2) processing or utilizing spent fuel, or (3) handling, processing or packaging waste,

(c) any equipment or device used for the processing, fabricating or alloying of special nuclear material if at any time the total amount of such material in the custody of the insured at the premises where such equipment or device is located consists of or contains more than 25 grams of plutonium or uranium 233 or any combination thereof, or more than 250 grams of uranium 235,

(d) any structure, basin, excavation, premises or place prepared or used for the storage or disposal of waste,

and includes the site on which any of the foregoing is located, all operations conducted on such site and all premises used for such operations;

"nuclear reactor" means any apparatus designed or used to sustain nuclear fission in a self-supporting chain reaction or to contain a critical mass of fissionable material.

With respect to injury to or destruction of property, the word "injury" or "destruction" includes all forms of radioactive contamination of property.

RECEIVED
[illegible] 1972

FOR FILING

7725

April 21, 1972

George R. Stacy Company
P. O. Box 853
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7725 in the amount of $187,082 on the Lower Klamath Lake Section of the Lower Klamath Highway in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. F. Putnam
E. J. Dunn

7726 Deschutes Co. Line-Harney Co. Line 1972
Sec., Central Oregon Hwy., SE of Bend
(Paving)

RECEIVED
[illegible] 1972

FOR FILING

7726

January 8, 1973

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen

A post-final payment for $5,640.95 will be made to R. L. Coats on Contract No. 7726 for work on the Deschutes County Line-Harney County Line Section of the Central Oregon Highway in Lake County as soon as the warrant is prepared.

The total amount paid on this contract will be $535,318.89 including the post-final payment. Of the total, $4,765.84 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. F. Putnam

5

FOR FILING

7726

November 2, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen

On October 27, 1972, we wrote to you concerning release of final payment on Contract No. 7726 awarded to R. L. Coats for paving on the Deschutes County Line-Harney County Line Section of the Central Oregon Highway in Lake County.

Final payment on this contract is $8,000 and the total contract amount is $529,677.94 including $4,765.84 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. F. Putnam

RECEIVED
OCT 27 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7726

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 26, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7726 Work Completed August 28, 1972

Project Deschutes Co. Line - Harney Co. Line

Highway Central Oregon County Lake

Type of Work Paving

Contractor R. L. Coats

Recommended Acceptance Date October 26, 1972.

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

VG:dgk

772.

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Deschutes Co. Line-Harney Co. Line

WEEK ENDING: October 14, 1972

SECTION PREFIX: 19-1124

HIGHWAY: Central Oregon

COUNTY: Lake

NAME OF JOB: Deschutes Co. Line-Harney Co. Line

KIND OF WORK: Paving

CONTRACTOR: R. L. Coats

CONTRACT NUMBER: 7726

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 20, 1972

DATE WORK STARTED: June 12, 1972

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 140

CALENDAR DAYS USED: 115

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 82

PROJECT AUTHORIZATION: $583,089.80

EXCLUSIVE OF ENGINEERING: $533,616.60

ENGINEERING AUTHORIZATION: $47,473.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $529,677.94

ENGINEERING COST TO DATE: $29,950

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96

ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.7%

PERCENT OF AUTHORIZATION: 63 %

DATE PROJECT WAS COMPLETED: August 28, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					15.00
MILES PARTIALLY COMPLETED					
MILES COMPLETED					15.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,600 CY		55,500 T
TOTAL QUANTITIES CORRECTED TO DATE			1,137 CY		54,945 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			1,137 CY		54,945 T
AVERAGE DAILY QUANTITIES			0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0		0
NUMBER OF SHIFTS PER DAY			0		0
HOURS PER SHIFT			0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate submitted to region October 11, 1972.

Final weekly report for the project.

SIGNED H H Robertson LOCATION Bend, Oregon 97701

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
MAY 16 1972
OR FILING

7726

May 15, 1972

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7726 for paving on the Deschutes County Line-Harney County Line Section of the Central Oregon Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
R. H. Clark

Files

RECEIVED
MAY 10 1972
FOR FILING

7726

SAFECO INSURANCE

C. A. TOMASSENE & SON 520 S.W. 6th Avenue, Portland, Oregon 97204

May 9, 1972

Oregon State Highway Department
Salem, Oregon

Contract No. 7726
R. L. Coats

Gentlemen:

Enclosed are two copies of the above contract duly executed. We trust you will find the enclosures entirely in order.

Very truly yours,

C. A. TOMASSENE & SON

Evelyne Wipf

Evelyne Wipf

ew
encl

cc- R.L. Coats
1270 Trenton Ave.
Bend, Oregon 97701

RECEIVED
[illegible]
FOR FILING

7726

April 21, 1972

R. L. Coats
1270 Trenton Avenue
Bend, Oregon 97701

Dear Mr. Coats:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7726 in the amount of $526,080 on the Deschutes County Line-Harney County Line Section of the Central Oregon Highway in Lake County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. F. Putnam
R. H. Clark

7727 Santiam Jct. Rock Production Proj. 1972
near the Jct. of Santiam & N. Santiam
Highways

RECEIVED
-1972

FOR FILING

7727

November 2, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On October 31, 1972, we wrote to you concerning release of final payment on Contract No. 7727 awarded to Oregon Tractor & Equipment Company, Inc., for the Santiam Junction Rock Production Project on the Santiam, North Santiam, Clear Lake and McKenzie Highways in Linn, Lane and Marion Counties.

Final payment on this contract is $1,988.05 and the total contract amount is $134,803.99. No work was performed under force account.

Very truly yours,

C. W. Bond, Secretary
OREGON STATE HIGHWAY COMMISSION

ke

cc Oregon Tractor & Equipment Co., Inc.
7606 N. E. Union
Portland, Oregon 97211

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. B. Boyd
J. H. Versteeg

OREGON STATE HIGHWAY DIVISION

7727

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 30, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7727 Work Completed September 25, 1972

Project Santiam Junction

Highways Santiam, North Santiam, Clear Lake & McKenzie

Counties Linn, Lane & Marion

Type of Work Rock Production

Contractor Oregon Tractor & Equipment Co., Inc.

Recommended Acceptance Date October 30, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:ed

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7727-

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam Junction

WEEK ENDING: Oct. 14, 1972

SECTION PREFIX: 20-8324

HIGHWAY: Santiam, N Santiam Clear Lake, McKenzie

COUNTY: Linn, Lane, & Marion

NAME OF JOB: Santiam Junction

KIND OF WORK: Rock production

CONTRACTOR: Oregon Tractor & Equipment Co.

CONTRACT NUMBER: 7727

FEDERAL AID PROJECT NUMBER: state

DATE OF CONTRACT: 4/20/72

DATE WORK STARTED: 6/26/72

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: 10/15/72

PERCENT OF TIME ELAPSED:

PROJECT AUTHORIZATION: $ 147,323

EXCLUSIVE OF ENGINEERING: $ 135,641

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 134,816

ESTIMATED PERCENT: OVERRUN UNDERRUN - 0.6 %

ENGINEERING AUTHORIZATION: $ 11,682.00

ENGINEERING COST TO DATE: $ 8,500
this week 500

PERCENT OF AUTHORIZATION: 73 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 97

DATE PROJECT WAS COMPLETED: 9/25/72
Semi-final was submitted Oct 12th

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE			45,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			46,811		
AVERAGE DAILY QUANTITIES			same		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY Oct 9	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted to Region Office on Oct. 12.th

PROJECT COMPLETED
FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAY 8 - 1972

FOR FILING

7727

May 5, 1972

Oregon Tractor & Equipment Co., Inc.
7606 N. E. Union
Portland, Oregon 97211

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7727 for the Santiam Junction Rock Production Project of the Santiam, North Santiam, Clear Lake and McKenzie Highways in Lane and Marion Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallgher
J. B. Boyd
J. H. Versteeg
K. D. Wolfe

RECEIVED

FOR FILING

7727

April 21, 1972

Oregon Tractor & Equipment Co., Inc.
7606 N. E. Union
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7727 in the amount of $129,600 for the Santiam Junction Rock Production Project in Lane, Linn and Marion Counties.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. B. Boyd
J. H. Versteeg
K. D. Wolfe

RECEIVED
MAR 16 1972

FOR FILING

7717

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Fiscal 1972
Rock Production Projects

To:

Frank Hall
DESIGN ENGINEER

BUILDING

The following list of rock production projects has been approved by Assistant Highway Engineer E. S. Hunter:

Project	Quantity	Est. Cost	Completion Date
Santiam Junction	45,000 c.y.	$180,000	Oct. 15, 1972
Port Orford	10,000 c.y.	60,000	Aug. 1, 1972
Warm Springs	10,000 c.y.	69,000	Aug. 15, 1972
Odell Butte	22,000 c.y.	63,000	Oct. 1, 1972
Mitchell	10,000 c.y.	65,000	Sept. 15, 1972
Seneca	10,000 c.y.	65,000	Sept. 1, 1972
Spray	10,000 c.y.	65,500	Sept. 1, 1972
Brogan Hill	10,000 c.y.	65,000	July 10 and Aug. 15, 1972

Special provisions, sketch maps, estimates of cost and project data are transmitted so that these jobs can be prepared for the April 13, 1972 bid letting. The Chiloquin project will be handled by purchase requisition methods.

Robert N. Bothman
Maintenance Engineer

By:

O. B. Jackmond

O. B. Jackmond
Maintenance Operations Engineer

OBJ:mlp
Attachments
cc: E. S. Hunter
L. H. Young
Regional Engineers
F. D. Morgan

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7728 Brogan Hill Rock Production Proj. 1972
NW of Vale, on John Day Highway

5

RECEIVED
SEP 19 1972
FOR FILING

7728

September 18, 1972

General Insurance Co. of America
Portland Service Office
1500 S.W. 1st Avenue
Portland, Oregon 97201

Gentlemen

On September 13, 1972, we wrote to you concerning release of final payment on Contract No. 7728 awarded to M. A. Toole Constr. Co. for rock production on the Brogan Hill Section of the John Day Highway in Malheur County.

Final payment on this contract is $2,928.51 and the total contract amount is $58,570.20. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc M. A. Toole Constr. Co.
1235 S.W. 2nd Avenue
Ontario, Oregon 97914

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Monner
Wendell Schwartz

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7728

DATE September 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7728 Work Completed July 25, 1972

Project Brogan Hill

Highway John Day County Malheur

Type of Work Rock Production

Contractor N. A. Toole Constr. Co.

Recommended Acceptance Date 9-11-72

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda for the Commission meeting on September 19, 1972 for your formal concurrence.

VG:ed
cc: Cecil Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7728

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Brogan

WEEK ENDING: August 19, 1972

SECTION PREFIX: 23-8329

HIGHWAY: John Day

COUNTY: Malheur

NAME OF JOB: Brogan Hill Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: N. A. Toole Construction Co.

CONTRACT NUMBER: 7728

FEDERAL AID PROJECT NUMBER: State Project

DATE OF CONTRACT: April 20, 1972

DATE WORK STARTED: June 21, 1972

ESTIMATED COMPLETION DATE: July 25, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 5, 1972

PROJECT AUTHORIZATION: $ 59,654.50

PERCENT OF TIME ELAPSED: 100%

EXCLUSIVE OF ENGINEERING: $ 54,444.50

ENGINEERING AUTHORIZATION: $ 5,210.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 54,444.50

This week * ENGINEERING COST TO DATE: $ 3,700.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~: 4.8 %

PERCENT OF AUTHORIZATION: 71 %

DATE PROJECT WAS COMPLETED: July 25, 1972
Semi-final estimate submitted
August 16, 1972

*(see back)

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	½"-0 100%	3/8"-0 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS		
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)				6,000	4,000
TOTAL QUANTITIES CORRECTED TO DATE				6,424.8	4,808.4
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				6,424.8	4,808.4
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond B
Walker
Johnsen
Pease
Glenn
Litchfield
Berg

RECEIVED
AUG 21 1972
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

* Note: This total our best estimate of final engineering charges.

The semi-final estimate for this project submitted to Region Office in LaGrande Thursday, August 17, 1972.

This will be the final weekly report for this project.

SIGNED ____________ LOCATION Ontario
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
MAY 11 1972
FOR FILING

7728

May 11, 1972

N. A. Toole Construction Company
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7728 for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
P. F. Burnett

RECEIVED

FOR FILING

7728

April 21, 1972

N. A. Toole Construction
1235 S. W. 2nd Avenue
Ontario, Oregon 97914

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7728 in the amount of $52,000 for the Brogan Hill Rock Production Project on the John Day Highway in Malheur County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
W. E. Schwartz
P. F. Burnett

RECEIVED
MAR 16 1972
FOR FILING

FORM E-30 (REV. 10-69)

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Fiscal 1972
Rock Production Projects

To:

Frank Hall
DESIGN ENGINEER

BUILDING

The following list of rock production projects has been approved by Assistant Highway Engineer E. S. Hunter:

Project	Quantity	Est. Cost	Completion Date
Santiam Junction	45,000 c.y.	$180,000	Oct. 15, 1972
Port Orford	10,000 c.y.	60,000	Aug. 1, 1972
Warm Springs	10,000 c.y.	69,000	Aug. 15, 1972
Odell Butte	22,000 c.y.	63,000	Oct. 1, 1972
Mitchell	10,000 c.y.	65,000	Sept. 15, 1972
Seneca	10,000 c.y.	65,000	Sept. 1, 1972
Spray	10,000 c.y.	65,500	Sept. 1, 1972
Brogan Hill	10,000 c.y.	65,000	July 10 and Aug. 15, 1972

Special provisions, sketch maps, estimates of cost and project data are transmitted so that these jobs can be prepared for the April 13, 1972 bid letting. The Chiloquin project will be handled by purchase requisition methods.

Robert N. Bothman
Maintenance Engineer

By:

O B Jackmond
O. B. Jackmond
Maintenance Operations Engineer

OBJ:mlp
Attachments
cc: E. S. Hunter
L. H. Young
Regional Engineers
F. D. Morgan

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7729 Tillamook-Deadmans Creek Sec., 1972
of Wilson River Hwy., E. of Tillamook
(Paving)

5

7729

April 24, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

On January 8, 1973, we wrote to you concerning release of final payment on Contract No. 7729 awarded to Rogue River Paving Co., Inc., for work on the Tillamook-Deadmans Creek Section of the Wilson River Highway in Tillamook County.

Final payment on this contract is $18,107.96 and the total contract amount is $371,104.09, including $3,851.42 for work performed under force account.

Very truly yours,

C. W. Mead, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ds

cc Rogue River Paving Co., Inc.
P. O. Box 250
Medford, Oregon 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn Dick Hacek
C. O. Fredrickson

5

RECEIVED
JAN 5 1972

7729

January 5, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7729 Work Completed October 4, 1972

Project Tillamook - Deadmans Creek

Highway Wilson River County Tillamook

Type of Work Paving

Contractor Rogue River Paving Company, Inc.

Recommended Acceptance Date January 4, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 23, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
F. B. Klaboe
A. F. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

#7729

S

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Tillamook-Deadmans Creek	WEEK ENDING 12/2/72
		SECTION PREFIX ~~[illegible]~~ 29-1119
	HIGHWAY Wilson River	COUNTY Tillamook
NAME OF JOB Tillamook-Deadmans Creek	KIND OF WORK Paving	
CONTRACTOR Rogue River Paving Co. Inc.	CONTRACT NUMBER 7729	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT 4/20/72	DATE WORK STARTED 7/6/72	ESTIMATED COMPLETION DATE 10/4/72
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 140	CALENDAR DAYS USED 148½
PROJECT AUTHORIZATION: $425,023.45	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 106%
		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $391,321.15	ENGINEERING AUTHORIZATION $33,702.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $367,500	ENGINEERING COST TO DATE $32,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED: 10/4/72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					7.65
MILES PARTIALLY COMPLETED					-
MILES COMPLETED					7.65
TOTAL ESTIMATED QUANTITIES (CONTRACT)					33,300 ton
TOTAL QUANTITIES CORRECTED TO DATE					33,000 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					33,000 ton
AVERAGE DAILY QUANTITIES					-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					-
HOURS PER SHIFT					-

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy Cool			K
TUESDAY	Cloudy Cool			
WEDNESDAY	Cloudy Cool			
THURSDAY	Cloudy Cool			
FRIDAY	Cloudy Cool			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	NO activity
FRIDAY	Received letter from county planner indicating condition of material source site is not contrary to zoning regulations. Submitted remaining paper work items. Project [illegible] complete. Last weekly report.
SATURDAY	

REMARKS

SIGNED C. Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAY 11 1972

FOR FILING

7729

May 11, 1972

Rogue River Paving Company, Inc.
P. O. Box 250
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7729 for paving on the Tillamook-Deadmans Creek Section of the Wilson River in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Ins. Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
K. D. Wolfe

FOR FILING

7729

April 21, 1972

Rogue River Paving Company, Inc.
P. O. Box 250
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7729 in the amount of $371,470 on the Tillamook-Deadmans Creek Section of the Wilson River Highway in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. B. Boyd
K. D Wolfe

7730 Garibaldi-Bay City Section, of 1972
Oregon Coast Hwy., N. of Tillamook
(Paving)

5

7730

November 17, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 14, 1972, we wrote to you concerning release of final payment on Contract No. 7730 awarded to Rogue River Paving Company, Inc., for paving on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

Final payment on this contract is $500 and the total contract amount is $142,258.26 including $1,220.44 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Rogue River Paving Company, Inc.
P. O. Box 250
Medford, Oregon 97501

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. B. Boyd

7730

November 13, 1972

TO Oregon State Highway Commission

FROM F. B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7730 Work Completed August 24, 1972

Project Garibaldi - Bay City

Highway Oregon Coast County Tillamook

Type of Work Paving

Contractor Rogue River Paving Company, Inc.

Recommended Acceptance Date November 10, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
Tom Edwards
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

RECEIVED

FOR FILING

7730

November 3, 1972

Rogue River Paving Company, Inc.
P. O. Box 250
Medford, Oregon 97501

Gentlemen:

Your request for a time extension of seven days on Contract No. 7730 for work on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of seven days is granted which will reduce the time liquidated damages on this project.

Very truly yours,

Tom Edwards
State Highway Engineer

cc: C. W. Head
A. E. Johnson
C. T. Keasey
V. E. Skoog
J. B. Boyd
Chet Anderson
V. L. Gallagher

fw dps

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7730

DATE November 3, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Extension of Time, Contract No. 7730**
Garibaldi-Bay City Section
Oregon Coast Highway

Rogue River Paving Company, contractor on the subject project in Tillamook County, has requested a 7-day extension of the contract time. The reason given for the extension is related to the fact that the contractor held two paving contracts in the Tillamook vicinity this past summer and to the fact that the State maintenance people picked up "C" mix from his plant for use in State force patching in the area while he was running the "C" mix. The contract was completed August 24 with 11 days liquidated damages accrued at the rate of $100 per day.

The "C" mix was used in preliminary patching work under the contracts. The contractor produced this type mix during one continuous segment, and patched the Garibaldi-Bay City Section, then patched over on the Tillamook-Deadmans Creek project before he returned to the Garibaldi-Bay City project to do the actual full overlay work. State maintenance crews purchased patching mix from the contractor for their own work during this time and it was of benefit to them to have the "C" mix available in one longer continuous segment of time.

I have granted a 7-day extension on this project. This will still leave 4 days liquidated damages in effect in the amount of $400. This was a State project.

This matter will be on the agenda for your confirmation at the December 12 meeting.

cc: C. W. Head
G. M. Baldwin
~~Tom Edwards~~ Klabel
A. E. Johnson
C. T. Keasey
J. B. Boyd
V. L. Gallagher
V. E. Skoog
L. H. Young
Gary Ross
Gary Sund

JAB:fw dps

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 30, 1972

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Garibaldi-Bay City Section
Oregon Coast Highway
Contract No. 7730
Request for Time Extension

FROM:
John A. Bond
Construction Administration Engineer

Rogue River Paving Company has requested a 7-day extension of the contract time on the subject overlay project. This contractor held two overlay contracts in the Tillamook vicinity this past summer. The Garibaldi-Bay City project was done first. I assume the contractor realized when he made his request that there was actually 11 days liquidated damages assessed on this project. He requests only 7 days, but we note his request is dated October 2 and the project was actually completed August 24 so he should have been aware of the 11 day accrual at the rate of $100 per day.

The reason given for the extension is related to the fact that the contractor held both paving contracts and to the fact that the State maintenance people picked up "C" mix from his plant for use in State force patching in the area while he was running the "C" mix. This "C" mix was used in patching work under the contract and the contractor ran this type mix during one continuous segment; in other words, he patched the Garibaldi-Bay City work then patched over on the Tillamook-Deadmans Creek project before he returned to the Garibaldi-Bay City project to do the actual full overlay work. (The Tillamook-Deadmans Creek job also overran 9 days, but we have no extension request yet.)

As explained by Mr. Wimer in his October 20 letter, it was of benefit to the State to have the "C" mix available in one continuous segment of time. This is probably a somewhat gray area under the specifications as to whether it is a valid reason for extending the contract time. The actual paving quantity used on the contract underran only 80 tons. This was after two Price Agreement changes occurred. You may recall the first of these deleted some of the contract overlay on the northerly end of the project and extended the southerly end of the project where the overlay was thought to be needed more badly. Then when the main overlay work was completed and there were still quantities left available, it was decided to restore part of the work deleted earlier back on the north end of the project. After these two maneuvers, we would up with a job that underran only about 80 tons.

After considering the above circumstances, we concur with the Region recommendation to grant the 7-day extension requested by the contractor. This will still leave 4 days liquidated damages in effect in the amount of $400. This was a State project. Rough draft letters to the contractor and the Highway Commission are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
OCT 30 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

29-1120

FORM E-30 (REV. 10-69)

C

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

October 20, 1972
Salem, Oregon

SUBJECT: Time Extension Request
Garibaldi-Bay City Section
Oregon Coast Highway
Contract #7730

To: C. T. Keasey
CONSTRUCTION ENGINEER

Enclosed is a formal request and September 6, 1972 letter from Rogue River Paving Company requesting a seven calendar day time extension. Actually the time overran eleven days.

$ = 1100

Resident Engineer, C. Anderson's September 20, 1972 letter of analysis and his October 10, 1972 transmittal letter are also attached. Mr. Anderson recommends against the time extension.

There were two price agreements on this project. The first was intended to provide an equivalent length at the south end of the project from that being eliminated from the north end of the project. The second price agreement restored the north end. This took approximately one day to do. Definitely the one day can be justified.

The contractor commenced patching this project August 2, 1972 and completed the patching the next day. He did no further paving on the project until August 14. The intervening ten days were spent patching and other "C" mix work on a companion State Project he had in the same area to overlay the westerly end of the Wilson River Highway.

This intervening "C" mix work was both for the contractor's benefit and also the State Maintenance benefit. State forces were purchasing "C" Mix from Rogue River Paving Company. If they had not continued on the "C" Mix the state forces would have had a broken schedule. Because of this convenience to the State, I believe the time should be granted, therefore, this office does recommend the full eleven days needed to eliminate all liquidated damages on this project. Because of the variation between our and the Resident Engineer recommendation, the reverse side of the formal request has not been completed.

Gerald Wimer
Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/sr

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR 10-3-72

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 7730 Contractor Rogue River Paving Company, Inc.

Highway Oregon Coast Highway

Section Garibaldi-Bay City Section

Kind of Work Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend 7 days extension to recognize State maintenance purchase of patching mix during interval of time that contractor had it available for his contract requirements.

Recommended for Approval:

REGIONAL CONSTRUCTION ENGINEER

Construction Engineer or Bridge Engineer

A J Johnson
assistant State Highway Engineer

Contract No. 7730
Project designation State Project
State—Federal
Date awarded April 20, 1972
Work started
Per cent completed 100% -August 24, 1972
Date
Specified completion date 100 calendar work days
Previously extended to none
Extension requested to 107 calendar work days

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date October 2, 1972

Gentlemen:

We, the undersigned, respectfully request an extension of 7 days time, from 8/14, 1972, to 8/21, 1972, within which to complete our Contract No. 7730, described as follows:

Garibaldi - Bay City

The above request is based upon the following reasons:

See copy of original letter attached

Respectfully submitted,

Rogue River Paving Company, Inc.
Contractor

By
Secretary-Treasurer

CONSENT OF SURETY

Date October 9, 1972

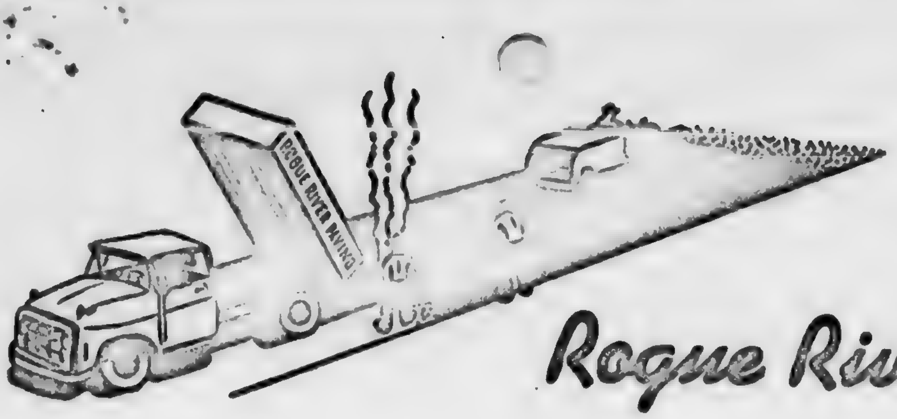
We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Attorney-in-fact

[illegible] B. Huston
Resident Agent

(SEAL)

State Printing 97813



TELEPHONES:
MEDFORD 772-4037
MEDFORD 773-5145
MEDFORD 773-4856
MEDFORD 773-1252
PHOENIX 535-4987

Rogue River Paving Co., Inc.
P. O. BOX 250
MEDFORD, OREGON 97501

September 6, 1972

Chet Anderson
P. O. Box 169
Tillamook, Oregon 97141

RE: Calendar Day Count
Garibaldi-Bay City Project

Dear Sir,

The Oregon State Highway Maintenance Department was unable to use the Class "C" asphaltic concrete that they contracted for except during August. To enable them to perform their necessary patching in the Tillamook area, we used seven (7) additional calendar days on the Garibaldi-Bay City project during the period they were patching.

We feel that this service at the time was an accomodation to the Maintenance Department and in actuality is an accomodation to the State Highway Department in general.

We, therefore, respectfully request an extension of seven (7) days time on the Garibaldi-Bay City project due to the above mentioned circumstances.

Very truly yours,

Rogue River Paving Company, Inc.

Gale G. Kimball
Secretary-Treasurer

GGK/drt

7730

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FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Garibaldi-Bay City		WEEK ENDING: 10-14-72 SECTION PREFIX: 29-1120
	HIGHWAY: Oregon Coast	COUNTY: Tillamook
NAME OF JOB: Garibaldi-Bay City	KIND OF WORK: Paving	
CONTRACTOR: Rogue River aving Co. Inc.	CONTRACT NUMBER: 7730	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 4-20-72	DATE WORK STARTED: 7/6/72	ESTIMATED COMPLETION DATE: 8/24/72
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 100	WORK DAYS USED: CALENDAR DAYS USED: 111
PROJECT AUTHORIZATION: $167,321.70	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 111%
EXCLUSIVE OF ENGINEERING: $154,053.90	ENGINEERING AUTHORIZATION: $13,267.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $143,000.00	ENGINEERING COST TO DATE: $11,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 7 %	PERCENT OF AUTHORIZATION: 83 %	DATE PROJECT WAS COMPLETED: 8-24-72

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.85
MILES PARTIALLY COMPLETED					-
MILES COMPLETED					2.85
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,900 ton
TOTAL QUANTITIES CORRECTED TO DATE					10,820 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					10,820 ton
AVERAGE DAILY QUANTITIES					11,200 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					-
HOURS PER SHIFT					-

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy - L. Rain			
TUESDAY	Cloudy - Cool			
WEDNESDAY	Cle ar - Cool			
THURSDAY	Fair			
FRIDAY	Fai r-Warm			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	Submitted remaining forms and paper work on project. Submitted third notification. Project complete, last report.
FRIDAY	
SATURDAY	

REMARKS

SIGNED Robert McGuire for C. Anderson LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5

RECEIVED
[illegible]

FOR FILING

7730

September 26, 1972

Mr. A. W. Kilborn, Superintendent
Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

Contract 7730

Attention: Mr. E. A. Kendrew

Dear Sir:

All work under Contract No. 7730, Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County, was completed August 24, 1972.

In accordance with the agreement with your company, final billing for flagging and other protective services on this project is to be submitted on or before December 22, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

VG:bb

cc: Jess Jones
T. W. Litchfield

RECEIVED
JUN 8 - 1972
FOR FILING

72-0

June 8, 1972

Rogue River Paving Company, Inc.
P. O. Box 250
Medford, Oregon 97501

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7730 for paving on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **United Pacific Insurance Co.**
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
K. D. Wolfe

RECEIVED

FOR FILING

7730

April 21, 1972

Rogue River Paving Co., Inc.
P. O. Box 250
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7730 in the amount of $144,220 on the Garibaldi-Bay City Section of the Oregon Coast Highway in Tillamook County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. B. Boyd
K. D. Wolfe

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

Phone 378-6511

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 30, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Construction Plans
Garibaldi-Bay City Section
Oregon Coast Highway
Tillamook County

Gentlemen:

Herewith you will find two sets of construction plans and special provisions for the above captioned project. Bids are to be opened on April 13, 1972.

This project consists of an asphaltic concrete overlay of the existing highway and will involve your track at Crossing No. FD-847.40. It may be necessary to renew the crossing surface of this track in conjunction with the pavement overlay. On the other hand, if the crossing is in good condition, this paving work can be feathered out on each side of the track so that no work on your track will be required. No change in the crossing protection is proposed at this time.

Our Resident Engineer for this project will be Mr. K. D. Wolfe, 855 Airport Road, Salem, Oregon 97310, telephone 378-2639.

Any work on your facilities should be coordinated through Mr. Wolfe's office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
F. B. KLABOE

TWL:dl
Enclosure
cc: Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105 -
w/one set of plans and specs

F. B. Klaboe
F. L. Hall
J. B. Boyd
K. D. Wolfe
F. W. Sugnet

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

7731 Warm Springs Jct. Rock Production '72
Proj., near Jct. of Wapinitia and
Warm Springs Hwys.

RECEIVED
[illegible] -1972
FOR FILING

7731

December 4, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On December 1, 1972, we wrote to you concerning release of final payment on Contract No. 7731 awarded to Jarl Construction, Inc., for the Warm Springs Junction Rock Production Project on the Warm Springs and Wapinitia Highways in Wasco County.

Final payment on this contract is $2,875.13 and the total contract amount is $51,802.62. No work was performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. F. Putnam

5

7731

November 29, 1972

TO Oregon State Highway Division

FROM A. E. Johnson
Acting Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7731 Work Completed October 13, 1972

Project Warm Springs Junction

Highways Warm Springs and Wapinitia County Wasco

Type of Work Rock Production

Contractor Jarl Construction, Inc.

Recommended Acceptance Date November 28, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12 for your formal concurrence.

VG:dg

cc C. W. Head
Tom Edwards
F. B. Klaboe
L. H. Young
C. T. Keasey
W. J. Hart

#7731

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Warm Springs Jct.
WEEK ENDING: November 18, 1972
SECTION PREFIX: 33-8317
HIGHWAY: Warm Springs & Wapinitia
COUNTY: Wasco
NAME OF JOB: Warm Springs Jct.
KIND OF WORK: Rock Production
CONTRACTOR: Jarl Construction, Inc.
CONTRACT NUMBER: 7731
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 20, 1972
DATE WORK STARTED: August 15, 1972
ESTIMATED COMPLETION DATE: October 13, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0
SPECIFIED WORK DAYS: n/a
SPECIFIED CALENDAR DAYS: n/a
WORK DAYS USED: n/a
CALENDAR DAYS USED: n/a
SPECIFIED COMPLETION DATE: August 15, 1972
PERCENT OF TIME ELAPSED: 150%
PROJECT AUTHORIZATION: $66,238.25
EXCLUSIVE OF ENGINEERING: $60,453.00
ENGINEERING AUTHORIZATION: $5,785.25
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $51,502.62
ENGINEERING COST TO DATE: $4,976.33
Cost this week 235.00
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 85%
ESTIMATED PERCENT: UNDERRUN 14.8 %
PERCENT OF AUTHORIZATION: 86.0 %
DATE PROJECT WAS COMPLETED: October 13, 1972

Including Engineering: UNDERRUN 13.5%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
					100%		
			1/2" - 1/4"	1/4" - 0	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2,500 cy	7,500 cy			
TOTAL QUANTITIES CORRECTED TO DATE			2,542 cy	7,241 cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2,542 cy	7,241 cy			
AVERAGE DAILY QUANTITIES This week (0)			0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			0	0			
NUMBER OF SHIFTS PER DAY			0	0			
HOURS PER SHIFT			0	0			

EQUIPMENT USED DURING THE WEEK:

None used.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
11-12-72 SUNDAY	Cloudy	-		Specified Completion Date of August 15, 1972.
MONDAY	Cloudy			
TUESDAY	P. Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy-Showers			
FRIDAY	Cloudy-Showers			
11-18-72 SATURDAY	Cloudy			

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
NOV 20 1972
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11-12-72 SUNDAY	
MONDAY	Project completed, no work by contractor during this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
11-18-72 SATURDAY	

REMARKS

All contractor's work is complete.

Semi-Final Estimate was submitted to Region office on Tuesday of this week.

Unless otherwise instructed, this will be the last weekly report submitted for this job.

SIGNED J S Sawyer LOCATION P.O. Box 420,
The Dalles, Oregon

J. S. Sawyer, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

May 9, 1972

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7731 for the Warm Springs Junction Rock Production Project on the Warm Springs and Wapinitia Highways in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. F. Putnam
J. S. Sawyer

RECEIVED

FOR FILING

7731

April 21, 1972

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7731 in the amount of $57,000 for the Warm Springs Junction Rock Production Project in Wasco County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. F. Putnam
J. S. Sawyer

FORM 4-30 (REV. 10-69)

7731

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Fiscal 1972
Rock Production Projects

To:

Frank Hall
DESIGN ENGINEER

BUILDING

The following list of rock production projects has been approved by Assistant Highway Engineer E. S. Hunter:

Project	Quantity	Est. Cost	Completion Date
Santiam Junction	45,000 c.y.	$180,000	Oct. 15, 1972
Port Orford	10,000 c.y.	60,000	Aug. 1, 1972
Warm Springs	10,000 c.y.	69,000	Aug. 15, 1972
Odell Butte	22,000 c.y.	63,000	Oct. 1, 1972
Mitchell	10,000 c.y.	65,000	Sept. 15, 1972
Seneca	10,000 c.y.	65,000	Sept. 1, 1972
Spray	10,000 c.y.	65,500	Sept. 1, 1972
Brogan Hill	10,000 c.y.	65,000	July 10 and Aug. 15, 1972

Special provisions, sketch maps, estimates of cost and project data are transmitted so that these jobs can be prepared for the April 13, 1972 bid letting. The Chiloquin project will be handled by purchase requisition methods.

Robert N. Bothman
Maintenance Engineer

By:

O. B. Jackmond

O. B. Jackmond
Maintenance Operations Engineer

OBJ:mlp
Attachments
cc: E. S. Hunter
L. H. Young
Regional Engineers
F. D. Morgan

RECEIVED
MAR 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7151

March 14, 1972
Salem, Oregon

Warm Springs

Mr. Frank Hall
Design Engineer

BUILDING

Attached is a list of the rock production projects for Fiscal 1972. These are to be advertised and let with the overlay projects April 13.

Additional details are being submitted to you direct this date by the Maintenance Engineer.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: L. H. Young
R. N. Bothman
Regional Engineers

OREGON STATE HIGHWAY DIVISION
Maintenance Section

ROCK PRODUCTION PROJECTS
1972-73

Region	Location	Type of Material Sanding	Patching	Shldr&Base	Tot.Yds.	Est.Cost
2-3-4	Santiam	45,000			45,000	$180,000
~~3~~	~~Necanicum (Hjorteland Quarry)~~	~~7,000~~	~~5,000~~	~~1,000~~	~~13,000~~	~~82,000~~
~~3~~	~~Yoncalla Drain~~	~~10,000~~			~~10,000~~	~~54,000~~
3	Port Orford		10,000		10,000	60,000
~~3~~	~~Lincoln~~	~~10,000~~			~~10,000~~	~~40,000~~
4-1	Warm Springs		10,000		10,000	69,000
4	Odell Butte	20,000	2,000		22,000	63,000
4	Chiloquin	12,000			12,000	21,500
5	Mitchell	10,000			10,000	65,000
5	Seneca	6,000	4,000		10,000	65,000
5	Spray	6,000	4,000		10,000	65,500
5	Brogan Hill	4,000	6,000		10,000	65,000
	TOTALS	130,000	41,000	~~1,000~~	~~172,000~~	~~$ 830,000~~
		103,000	36,000	0	139,000	$654,000

J:mp

OREGON STATE HIGHWAY DIVISION
Maintenance Section

ROCK PRODUCTION PROJECTS
1972-73

5-13-72
OK

aterial					
ng	Shldr&Base	Tot.Yds.	Est.Cost	20-Mile Inventory	Justification
		45,000	$180,000	8,150	Little or no sanding mater. after current season. On hand only pav. and oil. rock. Provides mater. for Santiam, N.Santiam, Clear Lk, and McKenzie Hwys.
~~00~~	~~1,000~~	~~15,000~~	~~82,000~~	~~5,400~~	Little or no sand. mater. remains after current season. Additional patch. mater. needed.. Material used on Oregon Coast, Sunset, Necanicum and Fishhawk Falls Hwys.
		~~10,000~~	~~54,000~~	~~3,500~~	Material on hand paving and oiling aggreg. Very little sand. material will remain. Mater. will be used on I-5 Umpqua, Elkton-Sutherlin, Oakland-Sutherlin, and the Yoncalla Highways.
00		10,000	60,000	2,000	Material on hand is odd size and will make approx. 800 tons AC patch. mix. Addit. patch. mater. is needed to serve this area to be used on Oreg. Coast Hwy. [illegible]
		~~10,000~~	~~40,000~~	~~500~~	Cinder sanding material needed for next season to be used on the Green Springs Hwy.
00		10,000	69,000	2,900	No pav. mater. avail. in Warm Spgs. area. This materia needed to provide surf. repairs on Warm Spgs., Mt. Hood and Wapinitia Highways.
000		22,000	63,000	15,000	Normal winter sand. mater. for Odell Lk. and Chemult approx. 35,000 Cu.Yds. This together with remaining on hand provides for next winter. Klam Co. has requeste 2,000 cu.yds. of oiling aggreg. under this project.
		12,000	21,500		Little or no sand. material will remain at end of curre season. Material to be used on The Dalles-Calif., Modo Chiloquin and Crater Lake Hwys.
		10,000	65,000	4,300	Little or no sand. material remains at end of current season. Materials will be used on the Ochoco and Service Creek-Mitchell Hwys.
,000		10,000	65,000	3,000	Little or no sand. material remains at end of current season. Material will be used to sand icy pavements for surface repair on the John Day-Burns Highway.
000		10,000	65,500	1,100	Sanding material and surf. repair aggreg. needed to maintain the John Day, Heppner-Spray and Kimberly-Long Creek Highways in this vicinity.
,000		10,000	65,000	3,200	No sanding material remains in this area. Material on hand is mostly oil rock. Paving rock is needed for surface patching. This material will be used on the John Day Highway.
,000	~~1,000~~	~~172,000~~	~~$ 830,000~~		
,000	0	139,000	$654,000		

7732 Beaverton-S.W. 219th Ave. Sec. 1972
of Tualatin Valley Hwy.
(Paving)

RETURN
FOR FILING

7732

July 21, 1972

The Travelers Indemnity Company
Fidelity - Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On July 14, 1972, we wrote to you concerning release of final payment on Contract No. 7732 for paving on the Beaverton-S.W. 219th Avenue Section of the Tualatin Valley Highway in Washington County.

Final payment on this contract is $9,516.80 and the total contract amount is $191,100.85 including $947.24 for work performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: John Harr
L. W. Rulien

Surety letter written KL

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 12, 1972

TO Oregon State Highway Commission

FROM Tom Edwards Tom
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7732 ✓, Work Completed May 25, 1972

Project Beaverton-S.W. 219th Ave.

Highway Tualatin Valley County Washington

Type of Work Paving

Contractor Cascade Construction Company, Inc.

Recommended Acceptance Date July 12, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission Meeting on August 8, 1972 for your formal concurrence.

VG:dg

cc Floyd Query ✓
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

genda

NOTED
FLOYD QUERY

77- Const 5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Beaverton - SW 219th Ave.	WEEK ENDING June 17, 1972
		SECTION PREFIX 34-1130
	HIGHWAY Tualatin Valley	COUNTY Washington
NAME OF JOB Beaverton - SW 219 th Ave.	KIND OF WORK Paving	
CONTRACTOR Cascade Construction Co., Inc.	CONTRACT NUMBER 7732	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 20, 1972	DATE WORK STARTED May 6, 1972	XXXXXX COMPLETION DATE May 25, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS - SPECIFIED CALENDAR DAYS 100	WORK DAYS USED - CALENDAR DAYS USED 20
PROJECT AUTHORIZATION: $243,599.38	SPECIFIED COMPLETION DATE -	PERCENT OF TIME ELAPSED 20
EXCLUSIVE OF ENGINEERING: $224,283.13	ENGINEERING AUTHORIZATION $19,316.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $190,341	ENGINEERING COST TO DATE $10,700	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97
ESTIMATED PERCENT XXXXXX UNDERRUN 15.1 %	PERCENT OF AUTHORIZATION 44.6 %	DATE PROJECT WAS COMPLETED: May 25, 1972

Semi-final estimate submitted to the Region office On June 16, 1972.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	XXXXXXX PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.25
MILES PARTIALLY COMPLETED					0
MILES COMPLETED					4.25
TOTAL ESTIMATED QUANTITIES (CONTRACT)					23,250
TOTAL QUANTITIES CORRECTED TO DATE					21,466
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					21,466
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

-

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Showers			
THURSDAY	Showers			
FRIDAY	Overcast			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	[illegible]
TUESDAY	[illegible]
WEDNESDAY	[illegible]
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

[illegible]

SIGNED ______ LOCATION [illegible]

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
[illegible] 4 - 1972

FOR FILING

7732

May 4, 1972

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon   97208

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> **Contract No. 7732 for paving on the Beaverton-S. W. 219th Avenue Section of the Tualatin Valley Highway in Washington County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **The Travelers Indemnity Company**
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut   06108

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
W. J. Scofield

[illegible]D

FOR FILING

7732

April 21, 1972

Cascade Construction Co., Inc.
P. O. Box 4267
Portland, Oregon 97208

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7732 in the amount of $212,625 on the Beaverton-S.W. 219th Avenue Section of the Tualatin Valley Highway in Washington County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Kassey
Walt Hart
L. W. Rulien
W. J. Scofield

7733 Spray Rock Production Project, 1972
W. of Spray, John Day Highway

FILING

7733

November 17, 1972

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On November 13, 1972, we wrote to you concerning release of final payment on Contract No. 7733 awarded to Jarl Construction, Inc., for rock production on the Spray Section of the John Day Highway in Wheeler and Grant Counties.

Final payment on this contract is $2,761.23 and the total contract amount is $56,135.15 including $910.61 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

C. T. Keasey
Walt Hart
V. E. Skoog Attn: W. L. Monner
W. E. Schwartz

RECEIVED
[illegible]
FOR FILING

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

7733

DATE November 10, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7733 Work Completed September 30, 1972

Project Spray

Highway John Day Counties Wheeler and Grant

Type of Work Rock Production

Contractor Jarl Construction, Inc.

Recommended Acceptance Date November 9, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:dgk

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7733

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Spray

WEEK ENDING: Oct. 21, 1972

SECTION PREFIX: 35-8316

HIGHWAY: John Day

COUNTY: Wheeler & Grant

NAME OF JOB: Spray Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: Jarl Construction, Inc.

CONTRACT NUMBER: 7733

FEDERAL AID PROJECT NUMBER: (State)

DATE OF CONTRACT: April 20, 1972

DATE WORK STARTED: July 25, 1972

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION: None

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $75,409.70

SPECIFIED COMPLETION DATE: September 1, 1972

PERCENT OF TIME ELAPSED: 126

EXCLUSIVE OF ENGINEERING: $68,823.70

ENGINEERING AUTHORIZATION: $6,586.70

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

This week 255

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $56,116.70

ENGINEERING COST TO DATE: $4,761.31

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 80.7

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 18.5 %

PERCENT OF AUTHORIZATION: 72.3 %

DATE PROJECT WAS COMPLETED: Sept. 30, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,000 cy	6,000 cy			
TOTAL QUANTITIES CORRECTED TO DATE	4,145 cy	5,939 cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,145 cy	5,939 cy			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Partly Cloudy			
MONDAY	16	Clear			
TUESDAY	17	"			Keasey RECEIVED Poose
WEDNESDAY	18	"			Bond Walker OCT [illegible] 1972
THURSDAY	19	"			
FRIDAY	20	"			
SATURDAY	21				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final sent to Regional office 10/19/72.
This will be the last weekly report submitted.

SIGNED W. A. Tison LOCATION Conder

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

RECEIVED
MAY 9 - 1972

FOR FILING

7733

May 9, 1972

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7733 for the Spray Rock Production Project on the John Day Highway in Wheeler and Grant Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
W. E. Schwartz
William Tison

RECEIVED

FOR FILING

7733

April 21, 1972

Jarl Construction, Inc.
P. O. Box 691
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission on April 20 awarded to you State Highway Contract No. 7733 in the amount of $65,760 for the Spray Rock Production Project of the John Day Highway in Wheeler and Grant Counties.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
W. E. Schwartz
William Tison

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 19, 1972

TO MEMO TO THE FILES

FROM L. H. Young
Programing Engineer

SUBJECT

In opening bids on April 18, it was found that the low bidder on job No. 20, Spray Rock Production, had not initialed changes in bid item No. 2.

Mr. Lindas, Chief Counsel for the Highway Division was contacted and it was his opinion that according to the Standard Specifications for Highway Construction, Section 102.11 paragraphs c and d, the proposal may be accepted or rejected at the discretion of the Highway Commission.

Since the stated words agree with the corrected extension, the Highway Division chose to accept this proposal.

GBC:dg

cc F. B. Klaboe
Leonard Lindas

RECEIVED
MAR 16 1972

FORM K-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1972

SUBJECT: Fiscal 1972
Rock Production Projects

To:
Frank Hall
DESIGN ENGINEER

BUILDING

The following list of rock production projects has been approved by Assistant Highway Engineer E. S. Hunter:

Project	Quantity	Est. Cost	Completion Date
Santiam Junction	45,000 c.y.	$180,000	Oct. 15, 1972
Port Orford	10,000 c.y.	60,000	Aug. 1, 1972
Warm Springs	10,000 c.y.	69,000	Aug. 15, 1972
Odell Butte	22,000 c.y.	63,000	Oct. 1, 1972
Mitchell	10,000 c.y.	65,000	Sept. 15, 1972
Seneca	10,000 c.y.	65,000	Sept. 1, 1972
Spray	10,000 c.y.	65,500	Sept. 1, 1972
Brogan Hill	10,000 c.y.	65,000	July 10 and Aug. 15, 1972

Special provisions, sketch maps, estimates of cost and project data are transmitted so that these jobs can be prepared for the April 13, 1972 bid letting. The Chiloquin project will be handled by purchase requisition methods.

Robert N. Bothman
Maintenance Engineer

By:

O. B. Jackmond
Maintenance Operations Engineer

OBJ:mlp
Attachments
cc: E. S. Hunter
L. H. Young
Regional Engineers
F. D. Morgan

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

7133

March 14, 1972
Salem, Oregon

Spray

Mr. Frank Hall
Design Engineer

BUILDING

Attached is a list of the rock production projects for Fiscal 1972. These are to be advertised and let with the overlay projects April 13.

Additional details are being submitted to you direct this date by the Maintenance Engineer.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachment

cc: L. H. Young
R. N. Bothman
Regional Engineers

OREGON STATE HIGHWAY DIVISION
Maintenance Section

ROCK PRODUCTION PROJECTS
1972-73

Region	Location	Type of Material Sanding	 Patching	 Shldr&Base	Tot.Yds.	Est.Cost
2-3-4	Santiam	45,000			45,000	$180,000
~~3~~	~~Necanicum (Hjorteland Quarry)~~	~~7,000~~	~~5,000~~	~~1,000~~	~~13,000~~	~~82,000~~
~~3~~	~~Yoncalla Drain~~	~~10,000~~			~~10,000~~	~~54,000~~
3	Port Orford		10,000		10,000	60,000
~~3~~	~~Lincoln~~	~~10,000~~			~~10,000~~	~~40,000~~
4-1	Warm Springs		10,000		10,000	69,000
4	Odell Butte	20,000	2,000		22,000	63,000
4	Chiloquin	12,000			12,000	21,500
5	Mitchell	10,000			10,000	65,000
5	Seneca	6,000	4,000		10,000	65,000
5	Spray	6,000	4,000		10,000	65,500
5	Brogan Hill	4,000	6,000		10,000	65,000
	TOTALS	~~130,000~~	41,000	~~1,000~~	~~172,000~~	~~$ 830,000~~
J:mp		103000	36,000	0	139,000	#654,000

OREGON STATE HIGHWAY DIVISION
Maintenance Section

ROCK PRODUCTION PROJECTS
1972-73

5-13-72
OK

aterial					
ng	Shldr&Base	Tot.Yds.	Est.Cost	20-Mile Inventory	Justification
		45,000	$180,000	8,150	Little or no sanding mater. after current season. On hand only pav. and oil. rock. Provides mater. for Santiam, N.Santiam, Clear Lk, and McKenzie Hwys.
~~00~~	~~1,000~~	~~15,000~~	~~82,000~~	~~5,400~~	Little or no sand. mater. remains after current season. Additional patch. mater. needed. Material used on Oregon Coast, Sunset, Necanicum and Fishhawk Falls Hwys.
		~~10,000~~	~~54,000~~	~~3,500~~	Material on hand paving and oiling aggreg. Very little sand. material will remain. Mater. will be used on I-5 Umpqua, Elkton-Sutherlin, Oakland-Sutherlin, and the Yoncalla Highways.
00		10,000	60,000	2,000	Material on hand is odd size and will make approx. 800 tons AC patch. mix. Addit. patch. mater. is needed to serve this area to be used on Oreg. Coast Hwy. [illegible]
		~~10,000~~	~~40,000~~	~~500~~	Cinder sanding material needed for next season to be used on the Green Springs Hwy.
000		10,000	69,000	2,900	o pav. mater. avail. in Warm Spgs. area. This materia needed to provide surf. repairs on Warm Spgs., Mt. Hood and Wapinitia Highways.
00		22,000	63,000	15,000	Normal winter sand. mater. for Odell Lk. and Chemult approx. 35,000 Cu.Yds. This together with remaining on hand provides for next winter. Klam Co. has requeste 2,000 cu.yds. of oiling aggreg. under this project.
		12,000	21,500		Little or no sand. material will remain at end of curr season. Material to be used on The Dalles-Calif., Modo Chiloquin and Crater Lake Hwys.
		10,000	65,000	4,300	Little or no sand. material remains at end of current season. Materials will be used on the Ochoco and Service Creek-Mitchell Hwys.
000		10,000	65,000	3,000	Little or no sand. material remains at end of current season. Material will be used to sand icy pavements a for surface repair on the John Day-Burns Highway.
,000		10,000	65,500	1,100	Sanding material and surf. repair aggreg. needed to maintain the John Day, Heppner-Spray and Kimberly-Long Creek Highways in this vicinity.
,000		10,000	65,000	3,200	No sanding material remains in this area. Material on hand is mostly oil rock. Paving rock is needed for surface patching. This material will be used on the John Day Highway.
,000	~~1,000~~	~~172,000~~	~~$ 830,000~~		
,000	0	139,000	#654,000		

7734 Harmony Road Interch.-Cascade Hwy. '72
Sec., of Clackamas Hwy.
(Roadside improvement)

STATE COPY

3-74

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cst

REGION NO. 10	REPORT NO. 6	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 3-4-74	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. LSS-129(1)
COMPLETION DATE 12-28-72	ACCEPTANCE DATE BY CONTRACT AGENCY 2-14-74	TIME ELAPSED 100 %	CONTRACT TIME Spec Comp Date-12-31-72
APPROVED EXTENSIONS None	LOCATION SR 212, .2 mile southeast of Milwaukie, southeast 1.85 mile to Cascade Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
MAR 07 1974
REGIONAL OFFICE

HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY SECTION
CLACKAMAS HIGHWAY
Roadside Improvement

This project provided for roadside landscaping of the Cascade Highway. The work consisted of planting trees, shrubs, and vines; furnishing and placing topsoil and mulch; and construction of an 18-inch concrete maintenance strip at various locations.

The original contract plantings were completed on December 28, 1972, in accordance with the approved plans and specifications. The required replacement plantings were completed on December 26, 1973. All contract work was completed within the specified time limit.

The final cost of the contract items was $71,809.40, which was an underrun of 4.4%. The grand total for the project including engineering and contingencies was $80,151.55, which was an underrun of 7.2%. All overruns and underruns were satisfactorily explained by the State. All of the requires supporting documents have been submitted and acceptance of the project is recommended.

3-11-74
Const.

NOTED
H.S. COUL

STATE HWY ENGR
MAR 8 '74
REFER TO

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE P. E. O'Neil for W. N. Bryant Original signed by Patrick E. O'Neil Assistant Area Engineer		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 3-4-74	TITLE District Engineer	DATE 3-5-74

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7734

February 22, 1974

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 15, 1974, we wrote to you concerning release of final payment on Contract No. 7734 awarded to Aichele Landscaping, Inc., for work on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $454.20 and the total contract amount is $72,233.62, including $424.22 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7734

TO G. L. Green, Division Engineer
Federal Highway Administration

February 21, 1974

Federal-aid Project
No. LSS-129(1)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7734 Work Completed December 28, 1972

Project Harmony Road Interchange-Cascade Highway

Highway Clackamas

County Clackamas

Acceptance: Transportation Commission February 14, 1974

Federal Highway Administration February 1, 1974

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

BMW:fr

cc: V. E. Skoog

7734

5

February 15, 1974

Oregon Transportation Commission

F. B. Klaboe
Administrator and
State Highway Engineer

Highway Project Acceptance

Contract No. 7734, Work Completed Dec. 28, 1972

Project Harmony Rd. Interchange - Cascade Highway

Highway Clackamas, County Clackamas

Type of Work Roadside Improvement

Contractor Aichele Landscaping, Inc.

Recommended Acceptance Date February 14, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on February 19, 1974 for your formal concurrence.

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher, File

VG:cm

7734

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. LSS-129(1)

CRIGINAL SIGNED BY

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7734, Work Completed December 28, 1972

Project Harmony Rd. Intchge. - Cascade Highway

Highway Clackamas

County Clackamas

Establishment Period Ended January 1, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 1, 1974

Conditions not acceptable: None

for

G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

NOTED
H.S. COULTER
FEB 7 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 7 '74
REFER TO
FOR
Info | | /D | D/R | Sign | Act | File

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

7734

"SUPPLEMENTAL"

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Harmony Road Interchange Cascade Highway	WEEK ENDING December 29, 1973
		SECTION PREFIX 103 - 0903
	HIGHWAY Clackamas	COUNTY Clackamas
NAME OF JOB Harmony Rd. Interchange - Cascade Hwy	KIND OF WORK Roadside Improvement	
CONTRACTOR Aichele Landscaping Inc..	CONTRACT NUMBER 7734	FEDERAL AID PROJECT NUMBER LSS 129 (1)
DATE OF CONTRACT March 4, 1972	DATE WORK STARTED June 6, 1973	~~ESTIMATED~~ COMPLETION DATE December 28, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 86,344.00	SPECIFIED COMPLETION DATE December 31, 1972	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 78,803.00	ENGINEERING AUTHORIZATION $ 7,541	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 72,283.00	ENGINEERING COST TO DATE $ 7,910	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT OVERRUN UNDERRUN 7 %	PERCENT OF AUTHORIZATION 104.9%	DATE PROJECT WAS COMPLETED: December 28, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

Topsoil ~~CLEARING~~	Concrete ~~DRAINAGE~~	Mulch ~~GRADING~~	~~BASE~~ Planting	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				K
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

SUPPLEMENTARY REPORT

On Monday, December 24th the establish period replacement planting was done. Weeding of the planting beds was done by 6 to 7 men from November 14 to December 24th.
Today - Friday, Pat O'neil, [illegible], Roy Olson, Inspector [illegible] and I went over the project for final inspection with Don Fox, Superintendent for contractor. On Thursday Region Construction Engineer Don Adams checked out the project.
We requested a few "sick" shrubs to be replaced and also ordered treatment of grass and weed areas in the Harmony Rd. Interchange plant beds with a mix of simazin and casaron. It was felt that the weedicide spray would be most effective in control of the regrowth of grass and weeds occuring in the present mild weather.

SIGNED ______ LOCATION ______

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 5	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 12-38-73	INSPECTION MADE BY P. E. O'Neil, Assistant Area Engineer		PROJECT NO. LSS-129(1)
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

*Roy Olson, Landscape Architect, OSHD
Willard Scofield, Resident Engineer, OSHD
Dan Helquist, Inspector, OSHD
Ben Fox, Aichele Landscaping, Inc.

JAN 09 1974
REGIONAL OFFICE

NOTED
A. E. JOHNSON

HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY SECTION
CLACKAMAS HIGHWAY
Roadside Improvement

The original plantings were completed on December 28, 1972 in accordance with the approved plans and specifications. The required replacement plantings were completed December 26, 1973. A problem still exists with grass growth due to post-highway construction seeding. The contractor has agreed to reweed the heavy growth areas and to spray a herbicide (simizon) on all grass infested beds.

Materials reports were reviewed as the project progressed and were found to be in substantial conformence with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer
1-10-74

RECEIVED
STATE HWY ENGR
JAN 9'74
REFER TO
Coulter
FOR

NOTED
H.S.COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

2-22-75

[illegible] Landscaping Inc
11360 SW [illegible] Rd.
Portland, Oregon 97223 phone 654-3846

	7728-1 Contract #	Payments to date	Payments in process	Amt to Complete	Orig bid Amt.
	7829	[illegible]	[illegible]	[illegible]	[illegible]
	7832	184433.?		[illegible]	356.577
	7796	55416.91	–	[illegible]	[illegible]
	7789	[illegible]	1133571	7385.71	[illegible]
	7734	[illegible]	–	11 [illegible]	[illegible]

Complete file in #7789

7734

STATE COPY

cc: OSHD (A E Johnson)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cst

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ Semi-FINAL INSPECTION

REGION NO. 10	REPORT NO. 4	COUNTY Clackamas	DIVISION Oregon
DATE OF INSPECTION 1/11/73	INSPECTION MADE BY D. L. Noyes, Highway Engineer Trainee		PROJECT NO. LSS-129(1)
IN COMPANY WITH *See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

COPY SENT
JAN 19 1973
REGIONAL

*In company with: P. E. O'Neil, Asst Area Engineer, FHWA.
Willard Scofield, Resident Engineer, OSHD.
Ben Fox, Aichele Landscaping, Inc.
Roy Olson, Landscape Architect, OSHD.

to Const
CH 1-23-73

HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY SECTION
CLACKAMAS HIGHWAY
Roadside Improvement

NOTED
A. E. JOHNSON

The topsoil, mulch, concrete, plantings, and incidental work were satisfactorily completed in accordance with the approved plans and specifications on December 28, 1972, which was within the specified completion date of December 31, 1972. The exact final cost was not available at the time of this inspection, however, an estimated 8% underrun is expected.

Five to six shore pine trees and some other deciduous plantings were severely affected by freezing weather conditions. Due to icing conditions present at the time of this inspection, it was decided to schedule another inspection between the OSHD Resident Engineer and Aichele Landscaping Inc. sometime in early spring to check for plant growth. At that time, damaged and dead plantings will be replaced.

Some drainage problems were noted in the areas of the Harmony Road Interchange and the Lake Road Intersection. At the time of the last inspection at the Harmony Road Interchange water was not flowing properly in the drainage ditch and as a result was undercutting the sideslope. Aichele corrected this condition, filling in the undercut area and regrading the drainage ditch. However, it was noted that water has created another hole about 4 ft. from the nearest inlet which, if left untreated, will again undercut the sideslope. It was recommended that after this new hole is filled that the drainage ditch should be paved with an asphalt oil mat to prevent future erosion.

At the King Road intersection it was necessary for the contractor to construct temporary drainage ditches across the planting bed in the gore area. If erosion of the planting bed has resulted from these temporary drainage ditches, it is recommended that any damage be corrected and that gravel-lined ditches be constructed.

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

(more)

One final problem noted on this project that many landscaping projects seem to have in common was the inhibiting of grass growth from post-highway construction seeding operations. It was suggested that instead of seeding areas that are scheduled for future landscaping that barkdust be spread immediately after earthwork finish grading. This solution should prevent erosion of the areas while leaving them prepared for future landscaping without the problem and expense of inhibiting grass growth that now exists.

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Engr Coord

Area Engr Bryant

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. 2	County Clackamas	Division Oregon
Date of Inspection 10/19/72	Inspection Made By P. E. O'Neil, Asst Area Engineer		Project No. LSS-129(1)
In Company With Dan Helquist, Inspector, OSHD.			
Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 67 %	Work Completed 70 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

To Const 11-8-72

NOV 06 1972
REGIONAL OFFICE

NOTED
A. E. JOHNSON

HARMONY ROAD INTERCHANGE-CASCADE HIGHWAY SECTION
CLACKAMAS HIGHWAY
Roadside Improvement

1. Scope of Inspection

The purpose of this inspection was to review the contractor's construction procedures for roadside improvements, the State's inspection procedures and documentation for progress payments.

2. Summary of Findings

1. The State has an ample engineering staff to perform the needed sampling testing and inspection.

2. All plantings were done according to good horticultural practices.

3. The contractor is meeting all of his required EEO obligations.

4. More than ample test reports were on file for the concrete maintenance strip.

3. Recommendations and Comments

On future projects where the 18-inch maintenance strip is called for, AC should be used rather than concrete. The AC would serve the same purpose and should be more economical. The testing frequency should also be reduced on miscellaneous items such as this berm.

Attached to the Division office copy of this report are backup notes of the inspection.

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR

11-7-72 ✓
Johnson
cy Young

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

RECEIVED
MAY 30 1972

FOR FILING

7734

May 30, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7734 for work on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl - fkn
Enclosure

cc United Pacific Insurance Company
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401

C. T. Keasey
Walt Hart
L. H. Young
  Attn: Vince Gallagher
L. W. Rulien
Willard Scofield

7734

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-86	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
		COUNTY Clackamas
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* -1775	PROJECT NO. LSS-129(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 0.2 mi. S.E. Milwaukie S.E. 1.85 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-24-72	0.0
OTHER *(Specify)*		

FUNDS

Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 86,344	$ 86,344

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ______
______
(Title)
By ______
______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By G Green
(Division Engineer)
For R. E. Simpson
Date executed by Division Engineer MAY 17 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Provision 12 is hereby deleted and the following substituted therefor: "The Oregon State Highway Division is responsible for maintaining the work performed or the condition achieved on the highway right-of-way in accordance with the objectives of the Highway Beautification Act of 1965."

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT Project No. LSS-129(1)
Harmony Rd. Interch.-Cascade Hwy. Sec.

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal-Aid
Project No. LSS-129(1)

HARMONY RD. INTERCHANGE-CASCADE HWY. SECTION

CLACKAMAS HIGHWAY IN CLACKAMAS COUNTY

Salem, Oregon, May 10, 1972

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 198+00 to Sta. 205+00)

Temporary Protection and Direction of Traffic	All Required		$ 2,500.00
Furnishing and Placing Topsoil	200 cu.yd.	4.25	850.00
4-inch Concrete Surfacing	650 sq.yd.	20.00	13,000.00
Furnishing and Planting Trees	260 only	18.00	4,680.00
Furnishing and Planting Shrubs	5,500 only	4.50	24,750.00
Furnishing and Planting Ivy Vines	33,000 only	.34	11,220.00
Furnishing and Planting Bearberry Vines	11,000 only	.41	4,510.00
Bark Mulch	400 unit	34.00	13,600.00
			$75,110.00
Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
			$ 300.00
	Subtotal		$75,410.00
	Engr. & Cont.		10,934.00
	Total		$86,344.00

Length of Project - - - 0.00 Mile

Federal Funds - $86,344.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7734

Prefix 103-0903

RECEIVED
FOR FILING

7734

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 9, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT
Concurrence in Award

Confirmation of your tentative concurrence as of May 4, 1972 is requested in the award of contract for the Harmony Road Intchge.-Cascade Highway Section, Project No. LSS-129(1).

The contractor receiving the award is Aichele Landscaping, Inc., in the amount of $75,110.00 with Contract No. 7734 assigned. This bid was received on April 27, 1972 and awarded on May 4, 1972.

All rights-of-way or rights-of-entry have been acquired. The low bidder completed the Anti-Collusion Statement included in our proposal, as required by FPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date________________________________

I concur in the award.

____
R. E. Simpson, Division Engineer

DAR:bb

FOR FILING

7734

May 4, 1972

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Gentlemen:

The State Highway Commission today accepted your proposal for roadside improvement on the Harmony Road Interchange-Cascade Highway Section of the Clackamas Highway in Clackamas County for the sum of $75,110 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later today approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7734.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Walt Hart
L. W. Rulien
Willard Scoffield
Wm. Geibel (SAIF)

RECEIVED
MAY 2 - 1972
FOR FILING

7734

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Award to Second Low Bidder**

At the April 27, 1972 Highway Commission meeting for receiving bids, Meuser Construction Company was low bidder on three projects. The proposals were conditioned in that Meuser Construction Company would not accept award of more than one contract at the above-mentioned bid opening. The three projects are as follows:

Project No.	Section	Low Bid	Second Low Bid
LSS-129(1)	Harmony Rd. Intchge.-Cascade Hwy.	$74,185.00	$75,110.00 Award
U-168(26)	Ross Island Bridge-Reedway Street	$90,802.75	$91,745.00 Award
LSF-27(2)	Cedar Hills Boulevard Interchange	$63,400.48 Award	$66,687.00

Tentative concurrence is requested in the award to the second low bidder, in accordance with par. 10d of PPM 21-6.3, on Harmony Road Interchange-Cascade Highway Section and Ross Island Bridge-Reedway Street Section.

Awarding the projects in this combination gives the State and FHWA the greatest saving and the two-mentioned project bid totals remain under our Engineer's estimate.

DAR:bb

cc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
C. G. Swenson
R. N. Chase

TRANSACTION NUMBER 3-97

FORM PR-43
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTM
OREGON

BY (Signature)
MR. YOUNG'S MARC

TITLE
PROGRAMING ENGINE

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS LANDSCAPE AND SCENIC ENHANCEMENT

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 50 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State
					LOCATION
50	LSS-129(1)	0.0	90,168	90,168	HARMONY ROAD INTERCHANGE CASCADE HIGHWAY SECTION.
					3-28-72 Young

REMARKS (Division)

FOR FILING

7724

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE 3-24-72

SIGNATURE AND TITLE
FOR: R. E. SIMPSON, D

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as crea tion on the part of the Federal Government to provide Federal funds for the undertaking.

SACTION NUMBER 3-97

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

AL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-24-72

BY (Signature): MR. YOUNG'S MARCH 21, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS LANDSCAPE AND SCENIC ENHANCEMENT

STAGE 2
ITEM NOS. 50 THRU

NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
	0.0	90,168	90,168	LOCATION: HARMONY ROAD INTERCHANGE CASCADE HIGHWAY SECTION. WORK: LANDSCAPING.

3-28-72
Young

RECOMMENDED
IGNATURE AND TITLE

APPROVED
DATE: 3-24-72
SIGNATURE AND TITLE
FOR: R. E. SIMPSON, DIVISION ENGINEER

y authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
ederal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
MAR 22 1972
FOR FILING

7734

DATE March 21, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. LSS-129(1)

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Program, PS & E and Advertising Approval. Item ~~48~~ 50, Harmony Rd. Interchange-Cascade Hwy. Section.

We are submitting, in accordance with PPM 21-17 and IM 21-11-65, program and PS & E documents on the subject Landscaping and Scenic Enhancement project for your simultaneous approval including authorization to advertise.

The project is exempt from State and District 2 Clearinghouse reviews under working agreements dated April 28, 1970 and October 16, 1970 respectively.

Public hearing is not required under provisions of paragraph 6c of PPM 20-8.

Design approval was considered given as an incidental part of the over all design concept of the highway facility for which design approval was given by FHWA Memorandum dated March 26, 1969 for project US-271(9).

The project is exempt from the requirements of PPM 90-1 as design approval was considered given prior to January 1, 1970.

We intend to receive bid on this project April 27, 1972. Attached are the following:

1. PR-1 program form
2. Project estimate, plans and specifications.

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right of way and utility-railroad status reports which contain proper certifications as required by PPM 21-12 and IM 80-1-68.

Attachments
ed:DR

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PR** *(PPM 21*
DATE SUBMITTED TO W.O.	3-16-72	

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* St. Rd. 0.2 Mi. S.E. Milwaukie S.E. 1.85 Mi. 21 65	**ADT**	PRESENT 11,000	FUTURE 21,000 (66) (70)	YEAR 92 (71)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH Y (74)

CARD 4	CLASS OF FEDERAL FUNDS Landscaping and Scenic Enhancement	COUNTY NAME C	
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. S	FEDERAL-AID 129

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		St. Rd. 0.2 Mi. S.E. Milwaukie S.E. 1.85 Mi.			
5					**ROW**		"Harmony Road Interchange-Cascade Hwy. Section"			
5					**CONST** (CODE) Y003			0.0	90,168	90,168

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	90,168	90,168
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

16-72

1.85 Mi. (65)	ADT	PRESENT 11,000	FUTURE 21,000 (66) (70)	YEAR 92 (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 669 (4) (9)	ITEM NO. 50 ~~49~~ (14) (18)

(58)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) LSS- 14 23	NUMBER 129(1) 7	SEQ. NO. 13	I. Projects Only POST MI. (24) (26) DESIG. 27

COUNTY NAME Clackamas CODE 005 (14) (16)

ROUTE NO. S FEDERAL-AID 129 (32) STATE 171 (36) (37) U.S. (41)

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
	(54) (58)	(59) (66)	(67) (76)		
Mi.					
	0.0	90,168	90,168		
CT LS	0.0	90,168	90,168		
		(19) (23)	(24) (33)		

CHARACTER OF PROPOSED WORK *(Full description)*

Landscaping consisting of planting trees, shrubs and vines, plus furnishing and placing topsoil.

REMARKS Additional Data: Item 155, Project US-271(9).

-over-

USCOMM BUSCOMM-DC 48905-P61

HARMONY ROAD INTERCHANGE-CASCADE HWY. SECTION

Project LSS-129(1)

Remarks Continued:

Project Data: The work under this project consists of planting trees, shrubs and vines, furnishing and placing topsoil and mulch, constructing an 18" strip of concrete as an edge barrier at various places to contain topsoil and mulch and facilitate maintenance.

Clearinghouse: State and District 2 reviews exempt under working agreements dated April 28, 1970 and October 16, 1970 respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

This project is a stage of construction of the ultimate highway facility for this section. The grading, paving and structures have been completed under Project US-271(9).

This landscaping is considered an incidental part of the overall design for which approval was granted for Project US-271(9) by FHWA memorandum dated March 26, 1969.

PPM 90-1 does not apply as design approval was granted prior to January 1, 1970.

For PR-37B:

On R/W-1, ROW-F, Sanitary Facilities - N.

RECEIVED
MAR 16 1972
FORM E-30 (12-67)
FOR FILING

7734

ORECON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1972

To: E. S. Hunter
Assistant State Highway Engineer

BUILDING

SUBJECT: Highway Beautification Funds

Attached is a letter from Roy Olson listing two projects that can be financed by Title III Funds for landscaping and scenic enhancement. The estimated cost is approximately equal to the available funds and we are planning to advertise them for the April 27, 1972 letting.

Frank L. Hall
Frank L. Hall
Design Engineer

FLH:jg

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
ESH
E. S. Hunter
Date 3-16-72

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1972

SUBJECT: Highway Beautification Funds

To: Frank L. Hall
Design Engineer
Design Section
224 State Highway Building

Notice has been received from FHWA of availability of $161,960 of Title III Funds for landscaping and scenic enhancement.

Two projects were selected from the schedule as follows:

Cedar Hills Boulevard Interchange
Sunset Highway, Washington County
Roadside Improvement $75,898.61 (LSF)

Harmony Road Interchange-Cascade Highway Section
Clackamas Highway, Clackamas County
Roadside Improvement $90,168.75 (LSS)

Total $166.067.36

The projects are scheduled for the April 27, 1972 letting.

Roy E. Olson
Roy E. Olson
Landscape Engineer

vmt

1 Hall
A. Olson
2 Terpin
Scott
3 Swanson
A. Olson

RECEIVED
MAR 13 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1970

To: MEMO TO FILES

SUBJECT: Design Approval
Harmony Rd. Int.-Cascade Hwy. Sec.
(Roadway Improvement)
Project SU-271(--)
Clackamas Highway
Clackamas County

The proposed project consisting of roadside improvement (landscaping) work is stage construction to complete this section of highway, which is presently under contract as Project US-271(9), Harmony Road Interchange-Cascade Highway Section, to current standards providing a facility with a natural, pleasing appearance appropriate to its environment.

Roadside improvement (landscaping) work was included in construction Project US-271(8), Milwaukie-Harmony Road Interchange Section, that adjoins the westerly terminus of Project US-271(9). Landscaping was not included as part of Project US-271(9) because the anticipated completion date was during the season of the year which is unfavorable for survival of newly transplanted vegetation. Therefore, the landscaping was planned to be done in the future as stage construction during a season more favorable to establishing plant growth.

Based on the preceding information, design approval for the roadside improvement (landscaping) work was implied at the time design approval was granted for Project US-271(9) by Bureau of Public Roads' memorandum of March 26, 1969, and no further action is required under PPM 20-8.

L. H. Young
L. H. Young
Program and Planning Engineer

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

7735 Cascade Highway at Ctty Road 1972
Sec., of Cascade Hwy., S. of Ptld.
(Traffic signals)

C&H 4304 9-10-71

7735 -

s

November 8, 1973

General Insurance Co.
of America
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

On November 2, 1973, we wrote to you concerning release of final payment on Contract No. 7735 awarded to Graham Electric Company for a traffic signal on the Cascade Highway at Otty Road in Clackamas County.

Final payment on this contract will be $849.35 and the total contract amount is $16,987 including $237.30 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

FN:db

cc: Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

bc: C. T Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7735

5

October 31, 1973

TO Oregon Transportation Commission

FROM A. E. Johnson
Acting State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7735, Work Completed April 19, 1973

Project Cascade Highway at Otty Road

Highway - - -, County Clackamas

Type of Work Traffic Signal

Contractor Graham Electric Co.

Recommended Acceptance Date October 31, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on November 20, 1973 for your formal concurrence.

cc: C. W. Head
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

VG:pr

7735

FINAL WEEKLY REPORT

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CASCADE HWY. AT OTTY ROAD

WEEK ENDING: JUNE 2, 1973

SECTION PREFIX: 103-1621

HIGHWAY: CASCADE

COUNTY: CLACKAMAS

NAME OF JOB: CASCADE HWY. AT OTTY ROAD

KIND OF WORK: TRAFFIC SIGNAL INSTALLATION

CONTRACTOR: GRAHAM ELECTRIC CO.

CONTRACT NUMBER: 7735

FEDERAL AID PROJECT NUMBER: 8 STATE PROJECT

DATE OF CONTRACT: MAY 11, 1972

DATE WORK STARTED: JUNE 26, 1972

ESTIMATED COMPLETION DATE: COMPLETED 4/19/73

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN:

SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS 220

CALENDAR DAYS USED 216

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 91.2%

PROJECT AUTHORIZATION: $ 16,934.55

EXCLUSIVE OF ENGINEERING: $ 15,455.55

ENGINEERING AUTHORIZATION: $ 1,479.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,626.15

ENGINEERING COST TO DATE: $ 1,350.13

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 112.06%

ESTIMATED PERCENT: OVERRUN 12.06

PERCENT OF AUTHORIZATION: 91.3%

DATE PROJECT WAS COMPLETED: APRIL 19, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	SIGNALS						
PERCENT	100%						

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY MAY 27	PARTLY CLOUDY	0		PROJECT COMPLETE.
MONDAY 28	FAIR	0		
TUESDAY 29	FAIR	0		
WEDNESDAY 30	FAIR	0		
THURSDAY 31	PARTLY CLOUDY	0		
FRIDAY JUNE 1	PARTLY CLOUDY	0		
SATURDAY 2		0		

FINAL WEEKLY REPORT

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

MAY SUNDAY 27	NO XXXXXXXXX ACTIVITY, PROJECT COMPLETE.
MONDAY 28	
TUESDAY 29	
WEDNESDAY 30	
THURSDAY 31	
JUNE FRIDAY 1	
SATURDAY 2	

REMARKS

STATUS: PROJECT COMPLETE.
■ SEMI-FINAL ESTIMATE SUBMITTED JUNE 1, 1973.

SIGNED E Rodriguez LOCATION MILWAUKIE
E. RODRIGUEZ, RES. BR. ENGR.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP•F216

OREGON STATE
HIGHWAY DIVISION

7735

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 18, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Additional Authorization
Cascade Highway at Otty Road Section
Contract No. 7735

An overrrun of the project authorization on the subject project has become apparent. This was a small project to signalize one intersection in Clackamas County. Graham Electric Company was the contractor. The original project authorization was $16,934.55 and the present estimated cost of the project is $19,222.00, indicating an overrun of $2,287.45 or 13.5 percent.

The major reason for this overrun was Price Agreement No. 1 which was for relocating the controller base and one signal pole base when it was learned that the County plans to widen Otty Road. The amount of this Price Agreement was $2,397.

I recommend that the project authorization be increased by $2,287.45. This was a State project. Your approval is recommended.

This matter will be on the agenda for your consideration at the May 29 meeting.

cc: C. W. Head Gary Sund
G. M. Baldwin
A. E. Johnson
H. S. Coulter JAB:fw dpy
C. T. Keasey
V. E. Skoog
L. W. Rulien
Enrique Rodrigues
V. L. Gallagher

ok
HSC

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1973

SUBJECT: Cascade Hwy. at Otty Road Section
Contract No. 7735
Request for Additional Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

We find it necessary to ask for an increase in funding for the subject project. This was a small project to signalize a "T" intersection.

In December, it apparently became known that Clackamas County was considering widening Otty Road so the contract was placed under a stop work order and ultimately Price Agreement No. 1 in the amount of $2,397 was approved to cover the relocation of a signal pole base and the controller base which had already been constructed on the north side of Otty Road,in order to be out of the way of the County's future widening.

Since the project authorization is only $16,934, this one order used up the contingencies several times over. The project was completed April 19 and an overrun of 13.5 percent has occurred. A project increase of $2,287.45 is requested to cover this.

This was a State project. Rough draft letter to the Commission and the E-372 forms are attached.

RECEIVED
MAY 17 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

Form E-372 (Rev. 10-66)

7735

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project CASCADE HIGHWAY AT OTTY ROAD Date APRIL 18, 1973

Highway Contract No. 7735

County CLACKAMAS Kind of Work TRAFFIC SIGNALS Contractor GRAHAM ELECTRIC CO.

	Authorized	Estimated
Contract Amount	$ 14,590.00	$ 14,590.00
Anticipated Items	200.00	200.00
Contingency (4½%)	665.55	2,953.00
Engineering	1,479.00	1,479.00
Credits	- -	- -
PROJECT COST	$ 16,934.55	$ 19,222.00

NET INCREASE $ 2,287.45 = 13.50%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
CONTINGENCY:	$ 2,953.00	$ 2,287.45
(U) S.F.O. NO. 1, PROVIDE PERMANENT STRIPING (NOT INCLUDED IN ORIGINAL AUTHORIZATION)	$ 276.00	$ 276.00
(U) E.W.O. NO. 2, RELOCATE POLE BASES	$ 280.00	$ 280.00
(U) P.A. NO. 1, RELOCATE CONTROLLER AND SIGNAL POLE BASES	$ 2,397.00	$ 2,397.00

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 5-29-73

Principal reasons for overruns (Continue on reverse side): AFTER COMPLETION OF ALL THE CONCRETE WORK, CLACKAMAS COUNTY ANNOUNCED PLANS TO WIDEN OTTY RD. THIS NECESSITATED THE RELOCATION OF THE NORTHEAST SIGNAL POLE BASE AS WELL AS THE CONTROLLER BASE. THIS CHANGE WAS ACCOMPLISHED THROUGH PRICE AGREEMENT NO. 1 AT A COST OF $ 2,397.00. (CONTINUED ON BACK)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by E. Rodriguez
Resident Engineer

Noted by
Construction or ~~Bridge~~ Engineer

Confirmed by
Division Engineer

Noted by
~~Asst~~ ~~Deputy~~ State Highway Engineer

SP*23760-734

PRINCIPAL REASONS FOR OVERRUNS CONTINUED:

THE ORIGINAL CONTINGENCY AMOUNT OF $ 665.55 WAS MORE THAN ADEQUATE FOR TWO UNANTICIPATED ITEMS, PERMANENT STRIPING AND RELOCATION OF TWO POLE BASES, WHICH TOGETHER TOTALED $ 556.00. A STRIPING FUND WAS NOT INCLUDED IN THE ORIGINAL AUTHORIZATION BUT PAINTING OF STOP LINES AND CROSSWALKS WAS CERTAINLY NEEDED. A SUM OF $ 280.00 WAS AUTHORIZED TO RELOCATE TWO POLE BASES AFTER IT BECAME APPARENT THAT THE EXCAVATED SITES WERE IN A HAZARDOUS LOCATION.

Routing
Keasey
Bond
Jackmond
Hardt
Johnson
Walker
RECEIVED
APR 24 1973
CONSTRUCTION SECTION
Pease
Glenn
Berg

RECEIVED
JUN 4 1973
OFFICE ENGINEERING SECTION

RECEIVED
MAY 2[illegible] 1972
FOR FILING

7735

May 23, 1972

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7735 for traffic signal installation on the Cascade Highway at Otty Road in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc **General Insurance Co. of America**
1500 S. W. 1st
Portland, Oregon 97201

C. T. Keasey
Walt Hart
L. H. Young
  Attn: Vince Gallagher
L. W. Rulien
Enrique Rodriquez

bc C. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
Enrique Rodriquez
William Geibel (SAIF)

RECEIVED
MAY 11 1972
FOR FILING

7735

May 11, 1972

Graham Electric Company
311 N. W Broadway
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on May 4, 1972, accepted your proposal for traffic signal installation on the Cascade Highway at Otty Road in Clackamas County and referred it to the Administrator of Highways with authority to award the contract as soon as Clackamas County approves the project and deposits $5,645.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7735.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 23, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • • 97310

May 11, 1972

7735

Mr. Bernard L. Straight, Traffic Engineer
Clackamas County Dept. of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Dear Mr. Straight:

This will acknowledge receipt of the County's Warrant No. 18991 in the amount of $5,645 covering the County's share in the traffic signal project at the intersection of the Cascade Highway and Otty Road [east leg].

We will proceed to award the contract on this project.

Very truly yours,

G. M. Baldwin
Administrator of Highways

by

L. E. George
Traffic Engineer

njc

bc: Floyd Query
R. L. Schroeder
Carl Nelson
H. S. Cox

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

May 10, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. R. L. Schroeder

Gentlemen:

Enclosed please find Clackamas County's check for $5,645.00. The check is submitted for Clackamas County's share of the total estimated cost of the traffic signals at the intersection of the Cascade Highway and Otty Road (east leg).

Very truly yours,

John C. McIntyre
Director of Public Works

By Bernard L. Straight
Bernard L. Straight
Traffic Engineer

BLS:hb

Encl.. Check #18991

Check to Acctg.
5-11-72
mjc

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7235

May 4, 1972

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $14,590 for traffic signals on the Cascade Highway at Otty Road in Clackamas County, which was the low bid received for that job on April 27, 1972.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as Clackamas County approves the project and deposits $5,645. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc C. T. Keasey
Walt Hart
L. W. Rulien
Enrique Rodriquez

RECEIVED

FOR FILING

7735

May 2, 1972

Mr. John C. McIntyre
Director of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. McIntyre:

On April 26 bids were opened for the installation of traffic signals at the intersection of the Cascade Highway and Otty Road in Clackamas County.

The tabulation below summarizes the essential data:

Low Bid	$14,590
Flagging	200
Subtotal	$14,790
Engineering & Contingencies (14 1/2 percent)	$ 2,144
Total Estimated Cost	$16,934
County Share (33 1/3 percent)	$ 5,645

If you will submit the county's check for $5,645, we will proceed to award the contract. It is necessary that such award be made within 30 days of the bid opening.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv el
bcc: Tom Edwards
F. B. Klaboe
L. E. George
L. W. Rulien

1935

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
   Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
   Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
   Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Broadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Header) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 356, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

RECEIVED
[illegible] 1[illegible]

FOR FILING

7735

February 10, 1972

Oregon State Highway Commission

Gentlemen:

Bids will be taken March 30, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails, as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Boring Road Interchange Section, Mt. Hood Highway, Clackamas County

   Grade, Pave and Structure Project.

   Sidewalks are being provided on the overcrossing structure and along Boring Road.

2. Unit "C", Portland Citywide Traffic Signals, Various City Streets (6 Intersections), Multnomah County

   Traffic Signal Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

3. Vine Street-Ferry Street (Albany) Section, Queen Avenue and South Pacific Boulevard, Linn County

   Grade, Pave and Signal Project.

   Sidewalks are being provided along South Pacific Boulevard.

4. Hill Street at Portland Avenue (Bend) Section, Hill Street, Deschutes County

   Grade and Pave Project.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails." Both streets involved have existing sidewalks.

5. S.W. 3rd Avenue-S.W. 4th Avenue (Ontario) Section, S.W. 9th Street, Malheur County

   Grade, Pave and Structure Project.

   Same as Item 4.

6. Center Street Bridge Section, Willamina-Salem Highway, Polk and Marion Counties

   Bridge Repair and Painting Project.

   Same as Item 2.

7. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County

   Grade and Pave Project.

   Provides a bike route along the Willamette River.

8. Cascade Highway at City Road Section, Clackamas County

   Traffic Signal Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

9. Fairfield Avenue-Royal Avenue (Eugene) Section, Pacific Highway West, Lane County

Traffic Signal Project.

Same as Item 8.

10. The Dalles-California Highway at McKenzie Highway (Redmond) Section, The Dalles-California Highway, Deschutes County

Traffic Signal Project.

Same as Item 8.

These matters will be on the agenda for the February 22 meeting. Your confirmation of the above design proposals is requested in order that the Commission minutes record the decisions taken.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

bc Floyd Query
George M. Baldwin
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
R. L. Schroeder
L. E. George
Walt Hart
F. D. Morgan
V. E. Skoog
V. D. Wolfe
L. H. Young
Gary Ross
Gary Sund

JDM:jp/TE:ms ja

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FOR FILING

7735

January 3, 1972

Oregon State Highway Commission

Gentlemen:

Bids will be taken January 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Hubbard Interchange, Pacific Highway.
   Roadside Improvement Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Hubbard Interchange-Woodburn Interchange, Pacific Highway.
   Grade, Pave, Structures, Sign and Illumination Project.

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

3. Market Street Interchange, Pacific Highway.
   Traffic Signals & Illumination Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

4. N. W. 185th Avenue Interchange, Sunset Highway.
   Grade, Pave & Structures Project.

   Sidewalks are being provided on structure and along N. W. 185th Avenue.

5. Greenburg Road Interchange, Beaverton-Tigard Highway.
   Grade, Pave & Structures Project.

   Sidewalks are being provided on structure and along Greenburg Road.

6. S. E. 17th & Powell Blvd., Mt. Hood Highway.
   Grade, Pave & Structure Project.

   Sidewalks are being provided on this project.

7. 9th Street-14th Street (Astoria) Section, Columbia River Highway.
   Traffic Signal Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

8. Washburn Way at Shasta Way and Klamath Falls-Malin Highway at Main Street (Klamath Falls), City Streets.
   Traffic Signal Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

9. N. E. 148th Avenue-N. E. 168th Avenue, FAS 730 (N. E. Halsey Street).
   Grade, Pave & Traffic Signal Project.

   Sidewalks are being provided on this project.

10. Sawyers Rapids & Elkton Slide, Umpqua Highway. Slide Correction & Pave Project.

    No footpaths or bicycle trails planned for this project as provided under Section 2(2)(b). This was approved by your action at the September 8, 1971 meeting.

11. Cascade Highway at Otty Road, Clackamas County. Traffic Signal Project.

    Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

12. Pacific Highway West at Johnson Street (Tigard) Washington County. Traffic Signal Project.

    Same as Number 11.

13. Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Washington County. Traffic Signal Project.

    Same as Number 11.

14. Lavadoure Creek, Tiller-Trail Highway. Rock Production Project.

    Same as Number 11.

15. Quartz Mountain, Klamath Falls-Lakeview Highway. Rock Production Project.

    Same as Number 11.

16. La Grande Office Building, Wallowa Lake Highway. Building Project.

    Same as Number 11.

This matter will be on the agenda for the January 11 meeting and your approval is requested.

Very truly yours,

Tom Edwards
State Highway Engineer

bc Floyd Query
George Baldwin
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Gary Ross
Gary Sund
Victor D. Wolfe
D. G. Talbot
L. H. Young

DES:mc/TE ja

RECEIVED
OCT 29 1971

FOR FILING

7735

October 28, 1971

Mr. H. R. Hibbard, President
Empire Equipment Company, Inc.
9800 S. E. 82nd Avenue
Portland, Oregon 97266

Dear Mr. Hibbard:

Your letter of October 7 addressed to the Clackamas County Sheriff's Office concerning traffic hazards at the intersection of 82nd Avenue and Otty Road has been referred to this office.

The State Highway Division and the Clackamas County Board of Commissioners have agreed to cooperate in the installation of traffic signals at this intersection. It is tentatively planned to open bids on the project on January 27, 1972. Traffic signal equipment is in somewhat short supply, and completion of a signal project normally occurs approximately one year after award of the contract.

Your interest in traffic matters is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Joe Shobe, Sheriff
Clackamas County
R. L. Porter
Tom Edwards
F. B. Crandall
L. W. Rulien

VPJ:pb srb

Clackamas County Sheriff's Office

JOE SHOBE
Sheriff and Tax Collector

Oregon City, Oregon 97045

Phone (503) 655-3311

Patrol Office, 2223 S. Kaen Road
County Jail, 2206 S. Kaen Road
Civil Department, Room 10, Courthouse
Tax Department, Room 103, Courthouse

October 15, 1971

REFERRED TO 10/21/71
Val - Draft reply
ASST. [illegible]
thru FBK

H. R. Hibbard, President
Empire Equipment Company, Inc.
9800 S. E. 82nd Avenue
Portland, Oregon 97266

Dear Sir:

In reference to your letter of October 7, concerning the traffic hazards on Otty Road and 82nd Avenue, and the possibility of a traffic signal being installed, please be advised that the Sheriff has no authority in putting up any sort of a road sign or signal lights and as 82nd Avenue is a State Highway (State 213), this would come under the State Highway Traffic Safety Division, Salem, Oregon.

I am, therefore, taking the liberty of forwarding your letter to that department, and also to the Clackamas County Traffic Safety Division, which comes under the office of the Director of Public Works.

Very truly yours,

JOE SHOBE, SHERIFF

NOTED
L.E. GEORGE

JS:jg

RECEIVED
OCT 21 1971
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGINEER

Empire Equipment Co., Inc.
9800 S.E. 82nd Avenue • Portland, Oregon 97266
Phone: 503/777-3961

October 7, 1971

Clackamas County
Sherriff's Office
2235 S Kaen Rd
Oregon City, Oregon

Gentlemen,

I am sure that you are aware of the driving hazard on Otty Road and 82nd street. We have had numerous accidents here, if you will check your records.

I don't know what has to be done to have a traffic signal put up here,..even if it is only a caution light..but something should be done before someone is killed.

Yours very truly,

EMPIRE EQUIPMENT COMPANY

H. R. Hibbard, President

HRH:cls

NOTED
L.E. GEORGE

RECEIVED
OCT 18 1971
FOR FILING

7735

5x

9-8-71

September 10, 1971

Mr. John C. McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

MISC. CONTRACTS and
AGREEMENTS No. 4364

Dear Mr. McIntyre:

Attached for your records is a fully executed copy of an agreement for installation of traffic signals at the intersection of the Cascade Highway and Otty Road, south of Portland.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc F. B. Crandall
(conf. agree. att.)

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

August 5, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Highway Buiilding
Salem, Oregon 97310

Dear Fred:

I am herewith returning two copies of the executed agreement involving a cooperative signal installation at the intersection of 82nd Avenue and Otty Road. Once the agreement is executed by your office, please see that one copy is returned to me so that I can make certain it is properly filed.

I wish to personally thank you and Bud for preparing this agreement on what this County considers as an equitable basis.

Yours very truly,

John C. McIntyre
John C. McIntyre
Director of Public Works

NOTED
TRAFFIC CONTROL
ENGINEER

JCM/mak
Encls.

cc: H. S. Cox - City/County Relations

Larry Rulien - Division Engineer

RECEIVED
AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ref'd to George
for appt. action
8-11-71

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AUG 24 1971

FOR FILING

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August 24, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been negotiated with the Clackamas County Board of Commissioners for the installation of traffic signals at the intersection of the Cascade Highway and Otty Road, south of Portland. By the terms of the agreement, the County will pay one-third of the cost of the installation and care for future power consumption. The State will pay the other two-thirds and care for maintenance. The estimated cost of the installation is $25,000, and the State's share will be charged to Minor Betterment Funds.

Your approval of the installation and authorization for the Secretary to sign the agreement is recommended.

This matter will be on the agenda for the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

VPJ:pb kw

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor Wolfe
F. B. Crandall
L. H. Young
V. E. Skoog
~~R. N. Bothman~~ Hunter
H. S. Cox
L. W. Rulien

RECEIVED
JUL 27 1971
FOR FILING

7735

July 27, 1971

Mr. John McIntyre
Director of Public Works
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

4252

Dear Mr. McIntyre:

Your letter of July 6 requests consideration for the installation of a traffic signal at the intersection of 82nd Avenue and Otty Road.

Attached are two copies of an agreement involving a cooperative signal installation at this intersection. The agreement has been prepared considering cost sharing between the State and County on the basis of the jurisdiction of the approach streets. In addition, the agreement indicates that the State will be responsible for the cost of future maintenance and the County will be responsible for the cost of future power consumption.

If the County wishes to proceed with this installation, please have the Board of Commissioners execute the agreements and return them to this office.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Atts.

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
L. W. Rulien - Att.

LEG:mb srb

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS
902 ABERNETHY ROAD, OREGON CITY, ORE. 97045
JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

July 6, 1971

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Fred:

I have been given your June ~~14~~ 4, 1971 letter addressed to Commissioner Schumacher for review and recommendation. Prior to submitting my recommendation, I would like to more adequately define the State's position in installing a traffic signal at the intersection of the Cascade Highway and Otty Road.

As you know, I have been active in the negotiations between the State Highway Department and the Association of Oregon Counties for the purpose of determining a fair and equitable policy for the installation of illumination and signalization. It was gratifying to know that the State kept an open mind and seriously considered the problems of the counties in formulating a policy. It is less gratifying to note that the Association of Oregon Counties has not adopted the policy at this time.

In your letter to Commissioner Schumacher you have requested that we pay one-half of the cost of installation and the entire cost of power consumption and maintenance. I realize this is a standard proposal which the State Highway Department normally puts forth in matters similar to this, and without a signed agreement with the AOC is reluctant to put forth another.

At this time I would like to request that the State review its proposal and consider it on the basis of what would be fair and equitable to both parties. I would certainly hope that your reconsidered proposal might include the distribution of costs for installation be based upon the ratio of the number of legs of traffic entering the intersection under each of our jurisdictions, and that maintenance be assumed by the State and power consumption be assumed by the counties. If you refuse this request for reconsideration, you will be forcing Clackamas County to take no action in this matter until some type of an agreement is formally reached with the Association of Oregon Counties. Who knows when this will transpire?

Sincerely yours,

John

John C. McIntyre
Director of Public Works

JCM/mak

cc: Commissioner Schumacher
Association of Oregon Counties

RECEIVED
JUL 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEI
JUL 2
FOR FIL

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5b-2
6-22-71

July 16, 1971

Hon. Clay Myers
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Dear Mr. Myers:

Attached for your records is a duplicate original of "No Parking Resolution No. 285," which was adopted on June 22, 1971.

This resolution prohibits parking of vehicles on both sides of the Cascade Highway between the south curb line of S.E. Hinckley Avenue and the north curb line of S.E. King Road.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

515-2
C 6-22-71

June 25, 1971

Mr. Ray Carlisle
Chairman of Safety Committee
Batten Neighborhood Council
7615 S.E. Oberlin
Milwaukie, Oregon 97222

Dear Mr. Carlisle:

In the latter part of April you wrote to Mr. L. W. Rulien, Regional Engineer, concerning dangers to pedestrians along S.E. 82nd Avenue in the vicinity of Otty Road. Your request was made the subject of a traffic engineering investigation and the results were reported to the Highway Commission at its meeting June 22.

The Commission took action to prohibit parking on both sides of the Cascade Highway from the south curb line of S.E. Hinckley Avenue to the north curb line of S.E. King Road, a distance of approximately three-fourths of a mile.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ses

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. N. Bothman
H. S. Cox
J. J. Gix
L. W. Rulien

RECEIVED
JUN 15 1971

FOR FILIN

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June 14, 1971

Oregon State Highway Commission

Gentlemen:

Recently an investigation of traffic hazards was conducted on the Cascade Highway in the area immediately south of Portland.

This is a relatively narrow four-lane section with parallel parking on both sides and numerous intersections. Parking severely restricts sight distance for drivers and pedestrians wishing to cross the highway. There is very little parking demand in this section in that all of the business establishments provide off-street parking for their patrons.

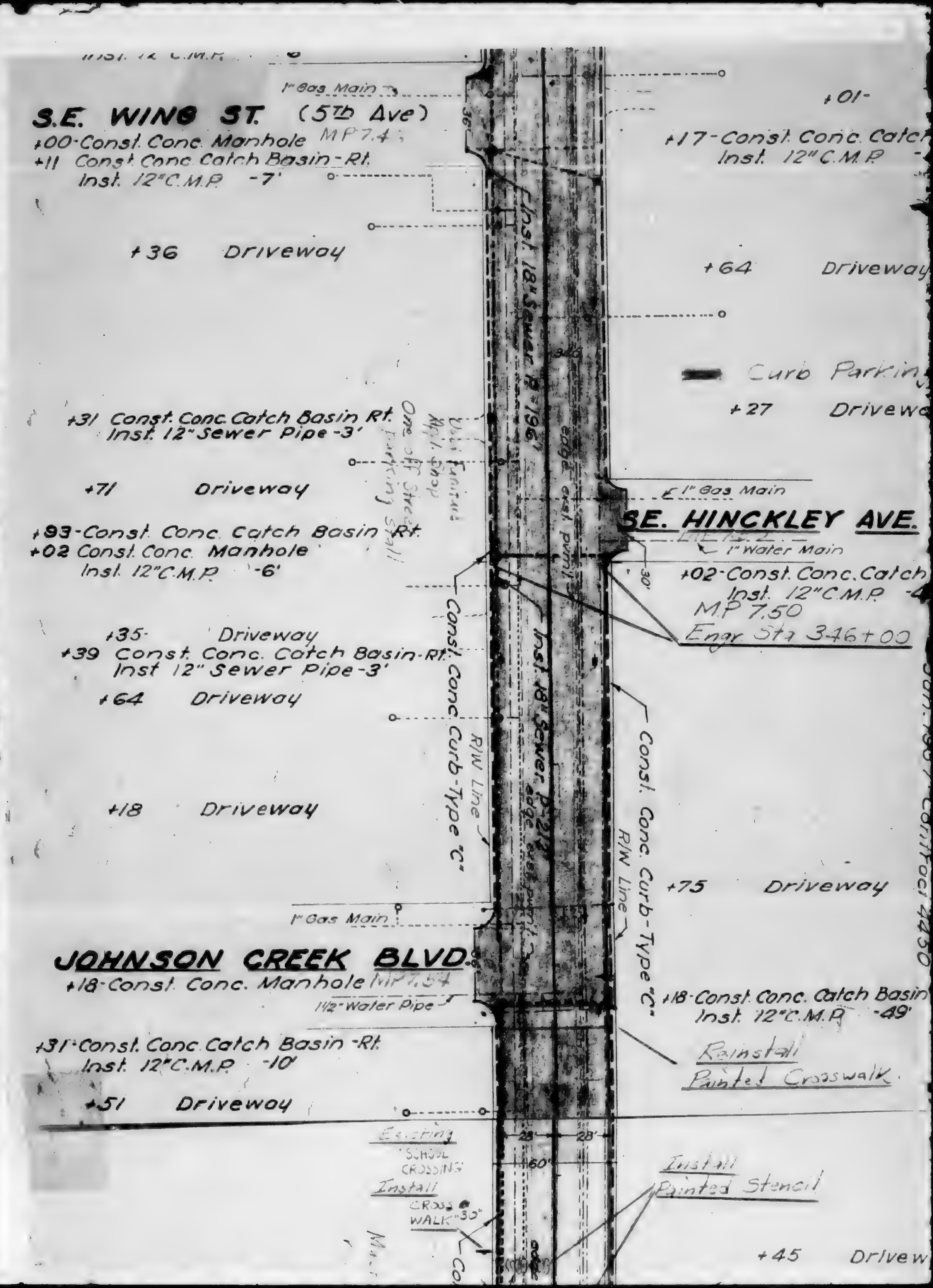
It is recommended that parking be prohibited on both sides of the Cascade Highway No. 160 between the south curb line of S. E. Hinckley Avenue (M.P. 7.50 Engineer's Station 346 + 00) to the north curb line of S. E. King Road (M.P. 8.22 Engineer's Station 384 + 00) in Clackamas County.

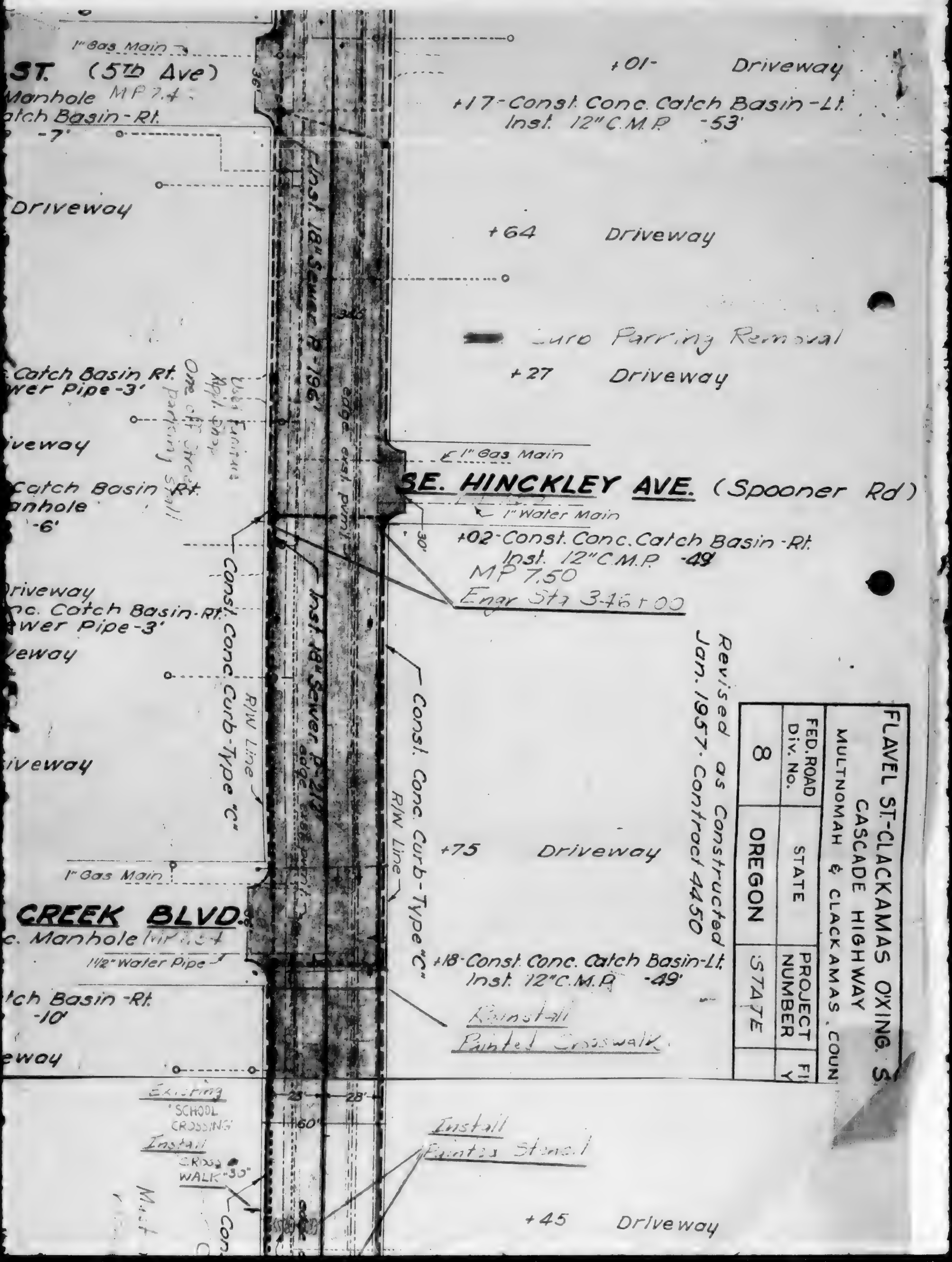
This matter will be on the agenda for the June 22 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

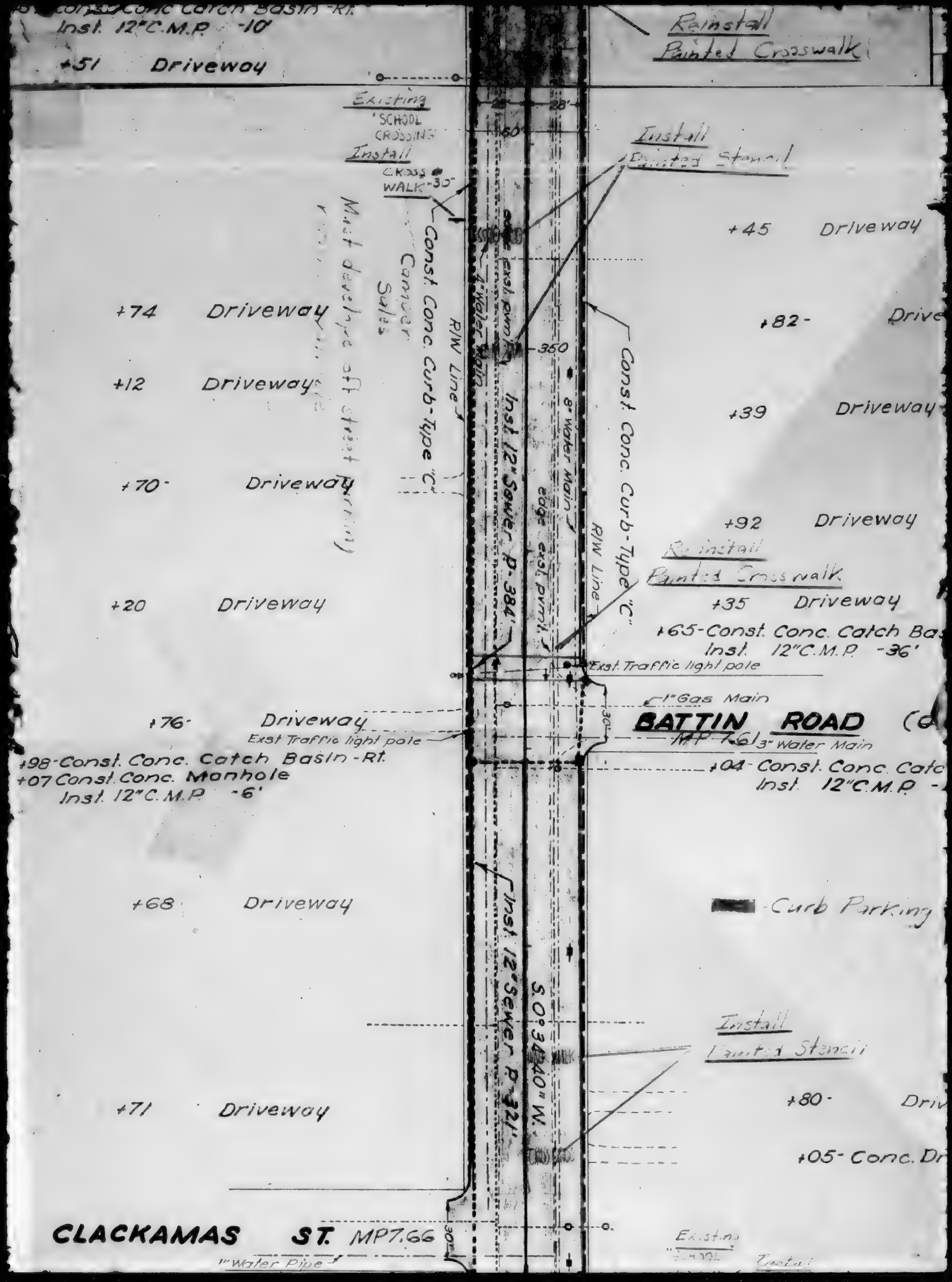
cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
R. N. Bothman
H. S. Cox
J. J. Gix L. W. Rulien
VPJ:pb sr

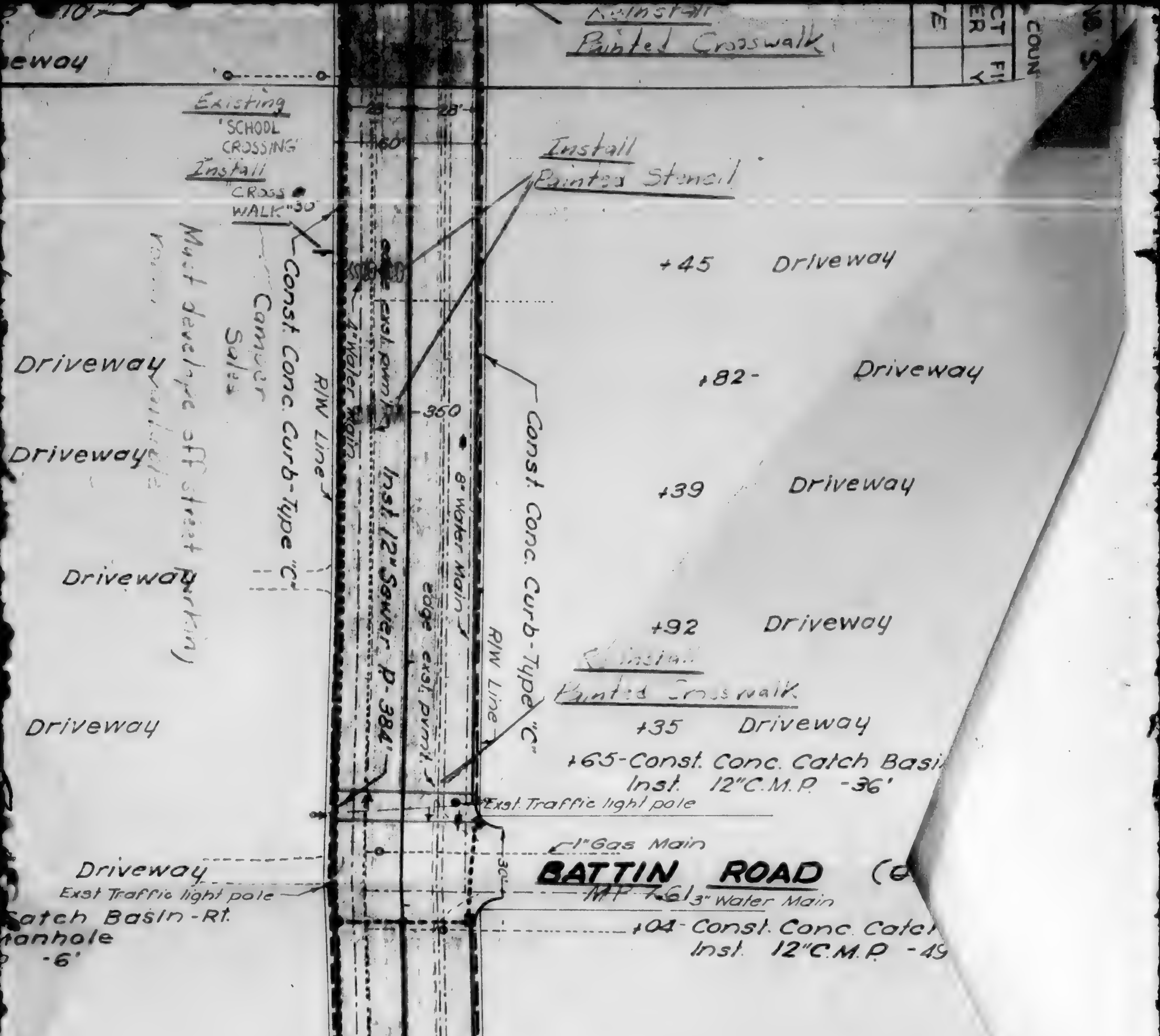

Inst. 12" C.M.P.
1" Gas Main
S.E. WING ST. (5th Ave)
+00-Const. Conc. Manhole MP 7.4
+11 Const. Conc. Catch Basin-Rt.
Inst. 12" C.M.P. -7'
36'
+01-
+17-Const. Conc. Catch
Inst. 12" C.M.P.
+36 Driveway
+64 Driveway
Inst. 18" Sewer P-196'
Curb Parking
+27 Driveway
+31 Const. Conc. Catch Basin Rt.
Inst. 12" Sewer Pipe -3'
Uni Furniture Appl. Shop
One off Street Parking Stall
edge exist. pvmt.
+71 Driveway
1" Gas Main
SE. HINCKLEY AVE.
1" Water Main
+93-Const. Conc. Catch Basin Rt.
+02 Const. Conc. Manhole
Inst. 12" C.M.P. -6'
30'
+02-Const. Conc. Catch
Inst. 12" C.M.P. -4
M.P. 7.50
Engr. Sta 346+00
+35 Driveway
+39 Const. Conc. Catch Basin-Rt.
Inst 12" Sewer Pipe-3'
+64 Driveway
Const. Conc. Curb-Type "C"
Inst. 18" Sewer P-212'
edge exist. pvmt.
Const. Conc. Curb-Type "C"
R/W Line
R/W Line
+18 Driveway
+75 Driveway
1" Gas Main
JOHNSON CREEK BLVD.
+18-Const. Conc. Manhole MP 7.54
1½" Water Pipe
+18-Const. Conc. Catch Basin
Inst. 12" C.M.P. -49'
+31-Const. Conc. Catch Basin -Rt.
Inst. 12" C.M.P. -10'
Reinstall Painted Crosswalk
+51 Driveway
Existing "SCHOOL CROSSING"
28'
28'
60'
Install CROSS WALK "30"
Install Painted Stencil
+45 Driveway
Contract 4430

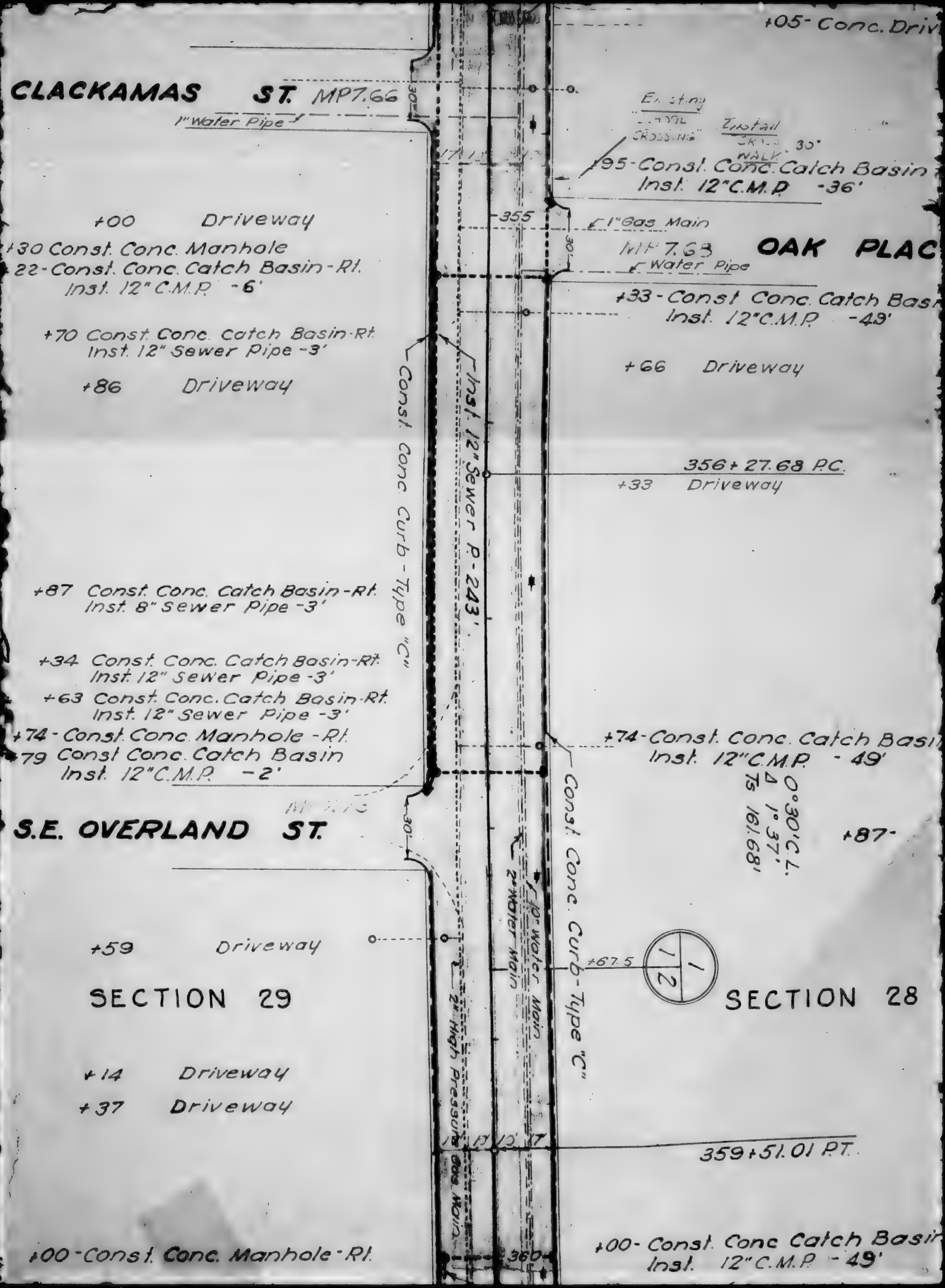


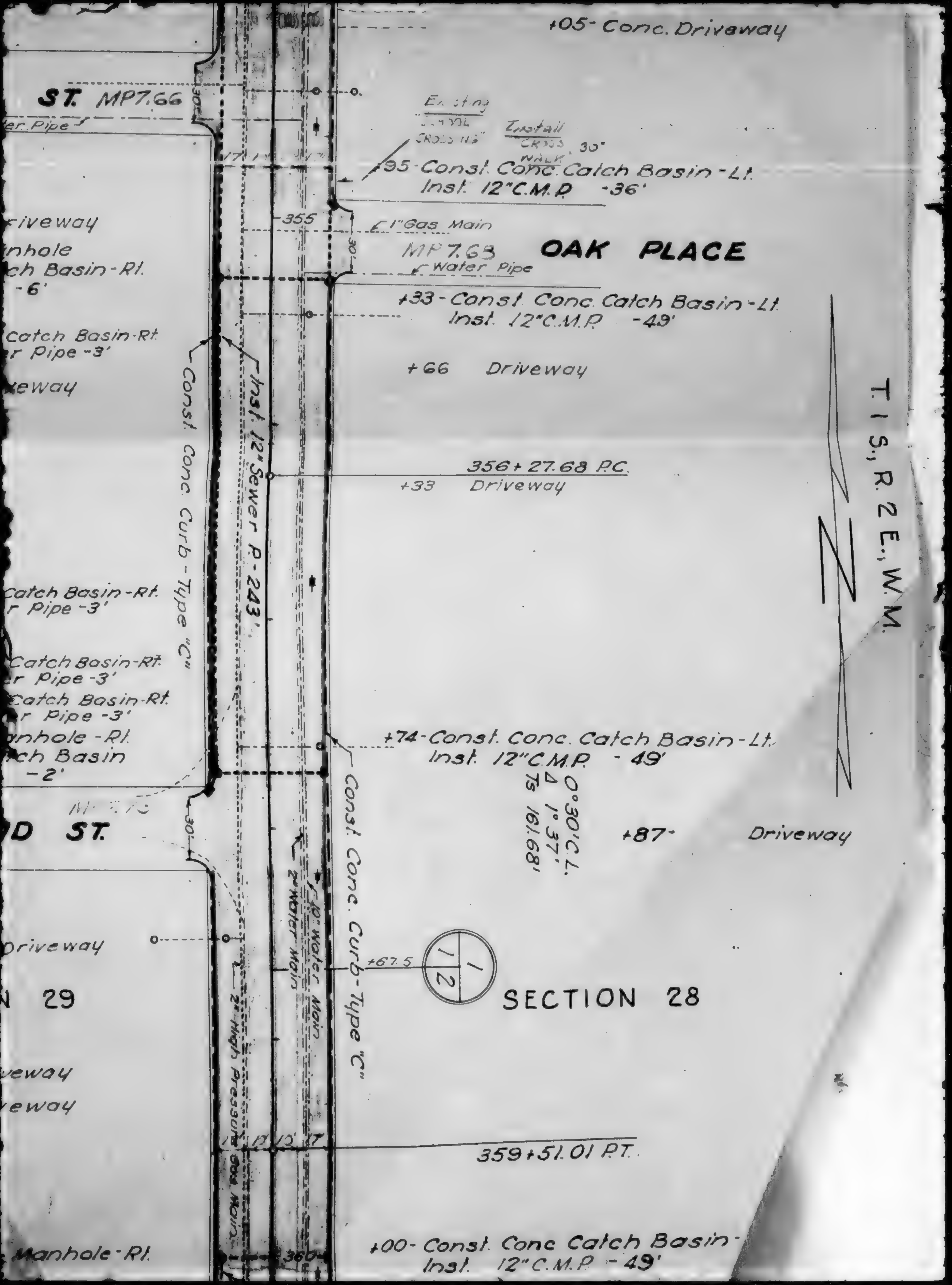
FLAVEL ST-CLACKAMAS O'XING S
CASCADE HIGHWAY
MULTNOMAH & CLACKAMAS COUN

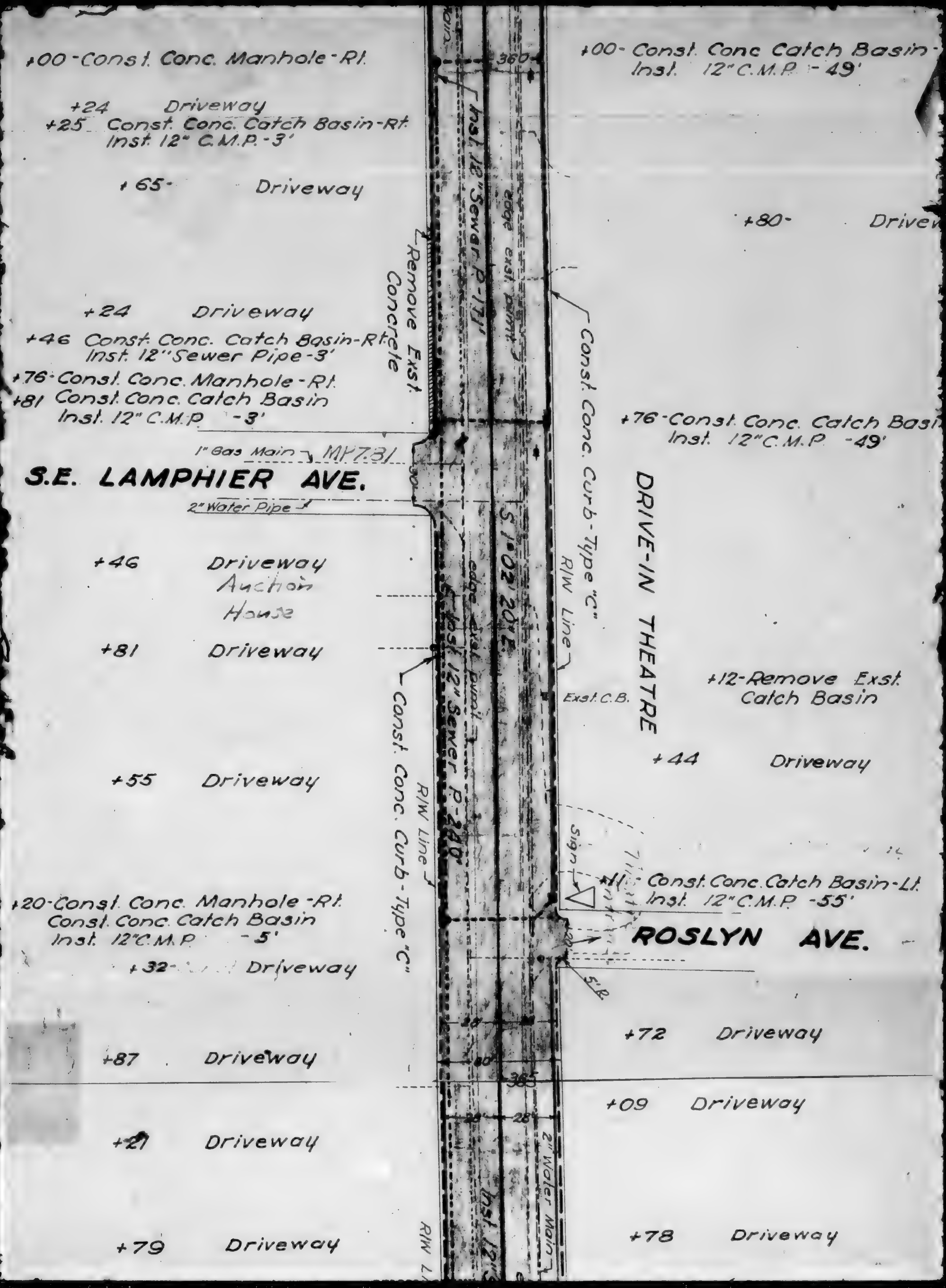
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FI Y
8	OREGON	STATE	


Const. Conc. Catch Basin - Rt.
Inst. 12" C.M.P. -10'
+51 Driveway
Reinstall
Painted Crosswalk
Existing
'SCHOOL CROSSING'
Install
CROSS WALK "30"
Install
Painted Stencil
28'
28'
60'
+45 Driveway
Const. Conc. Curb-Type "C"
Conner Sales
Must develope off street parking
+74 Driveway
R/W Line
4" Water Main
edge exst. pvmt.
350
Inst. 12" Sewer P. 384'
8" Water Main
edge exst. pvmt.
Const. Conc. Curb-Type "C"
R/W Line
+82 - Drive
+12 Driveway
+39 Driveway
+70 - Driveway
+92 Driveway
Reinstall
Painted Crosswalk
+20 Driveway
+35 Driveway
+65 - Const. Conc. Catch Bas
Inst. 12" C.M.P. -36'
Exst. Traffic light pole
1" Gas Main
30'
BATTIN ROAD
MP 7.61
3" Water Main
+76 - Driveway
Exst Traffic light pole
+98 - Const. Conc. Catch Basin - Rt.
+07 Const. Conc. Manhole
Inst. 12" C.M.P. -6'
+04 - Const. Conc. Catc
Inst. 12" C.M.P. -
+68 Driveway
Curb Parking
Inst. 12" Sewer P. 321'
S.0°34'40" W.
Install
Painted Stencil
+71 Driveway
+80 - Driv
+05 - Conc. Dr
CLACKAMAS ST. MP 7.66
30'
" Water Pipe
Existing
SCHOOL
Install

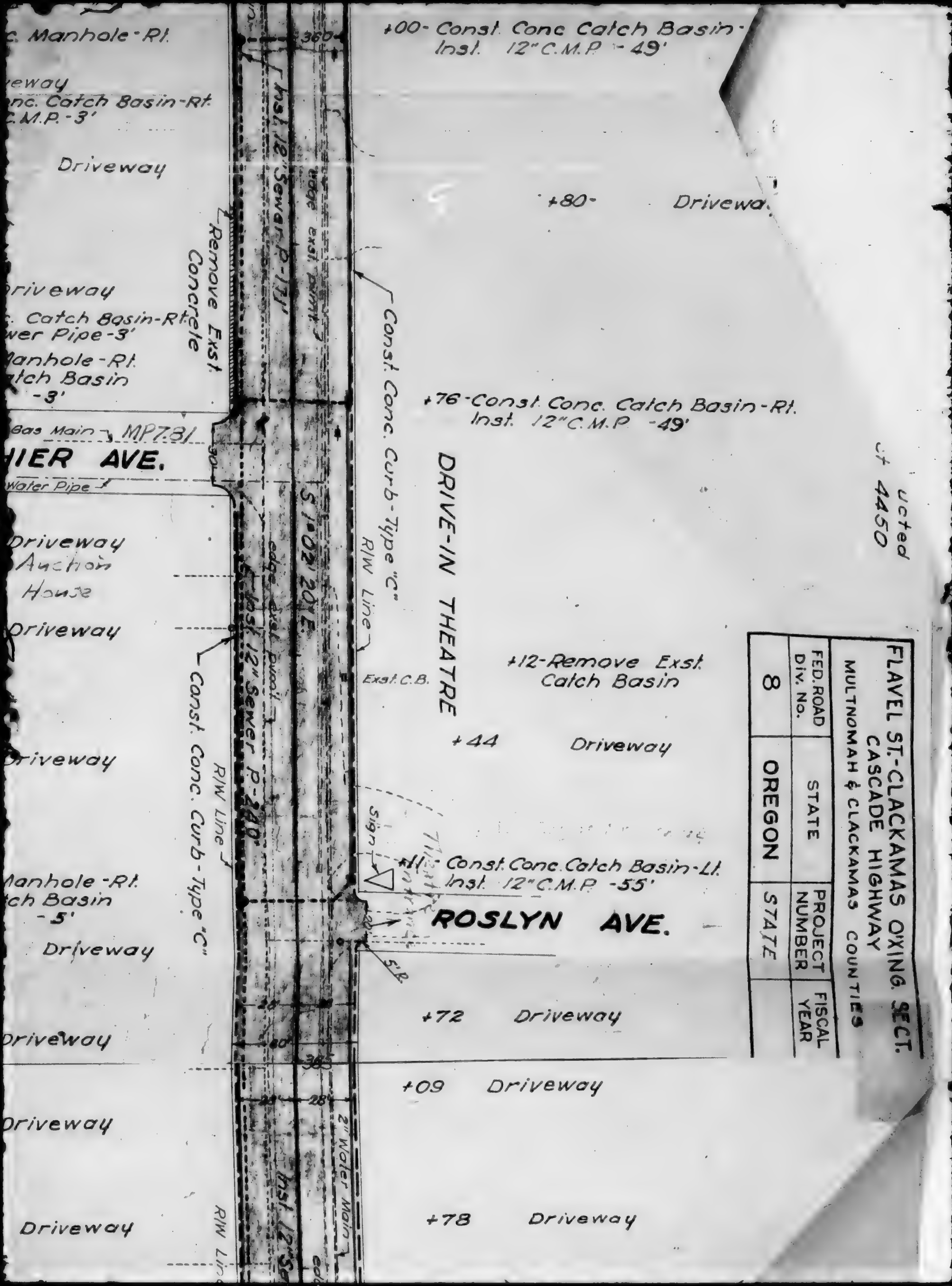

eway
Reinstall
Painted Crosswalk
Existing
'SCHOOL
CROSSING'
Install
"CROSS
WALK" 30"
28'
60'
Install
Painted Stencil
+45 Driveway
Driveway
Const. Conc. Curb-Type "C"
Consumer
Sales
Must develope off street parking
R/W Line
4" Water Main
exst. pvmt.
350
Inst. 12" Sewer P-384'
8" Water Main
edge exst. pvmt.
R/W Line
Const. Conc. Curb-Type "C"
+82- Driveway
Driveway
+39 Driveway
Driveway
+92 Driveway
Reinstall
Painted Crosswalk
Driveway
+35 Driveway
+65-Const. Conc. Catch Basi
Inst. 12" C.M.P. -36'
Exst. Traffic light pole
1" Gas Main
Driveway
Exst Traffic light pole
30'
BATTIN ROAD (C
MP 7.61
3" Water Main
Catch Basin-Rt.
Manhole
-6'
+04- Const. Conc. Catc
Inst. 12" C.M.P. -49
Driveway
Inst. 12" Sewer P-321'
S. 0° 38' 40" W.
Curb Parking Remo
Install
Painted Stencil
WALK
CROSS
+80- Driveway
Driveway
+05- Conc. Driveway
MAS ST. MP7.66
30'
1" Water Pipe
Existing
SCHOOL
CROSSING"
Install
"CROSS 30"

+05- Conc. Driv
CLACKAMAS ST. MP7.66
30'
1" Water Pipe
Existing
"SCHOOL CROSSING"
Install
CROSS WALK
30°
95- Const. Conc. Catch Basin
Inst. 12" C.M.P. -36'
17 13 13 17
355
1" Gas Main
30'
+00 Driveway
+30 Const. Conc. Manhole
22- Const. Conc. Catch Basin - Rt.
Inst. 12" C.M.P. -6'
MP 7.68
OAK PLAC
Water Pipe
+33- Const. Conc. Catch Bas
Inst. 12" C.M.P. -49'
+70 Const. Conc. Catch Basin - Rt.
Inst. 12" Sewer Pipe -3'
+66 Driveway
+86 Driveway
Const. Conc. Curb - Type "C"
Inst. 12" Sewer P. - 243'.
356+27.68 P.C.
+33 Driveway
+87 Const. Conc. Catch Basin - Rt.
Inst. 8" Sewer Pipe -3'
+34 Const. Conc. Catch Basin - Rt.
Inst. 12" Sewer Pipe -3'
+63 Const. Conc. Catch Basin - Rt.
Inst. 12" Sewer Pipe -3'
+74- Const. Conc. Manhole - Rt.
+79 Const. Conc. Catch Basin
Inst. 12" C.M.P. -2'
+74- Const. Conc. Catch Basi
Inst. 12" C.M.P. -49'
0°30' C.L.
Δ 1°37'
Ts 161.68'
S.E. OVERLAND ST.
30'
+87-
Const. Conc. Curb - Type "C"
10" Water Main
2" Water Main
2" High Pressure Gas Main
+59 Driveway
+67.5
1
1/2
SECTION 29
SECTION 28
+14 Driveway
+37 Driveway
17 13 13 17
359+51.01 P.T.
360
+00- Const. Conc. Manhole - Rt.
+00- Const. Conc. Catch Basi
Inst. 12" C.M.P. -49'


+05- Conc. Driveway
ST. MP7.66
30'
er Pipe
Existing
SCHOOL
CROSSING
Install
CROSS
WALK
30°
+95-Const. Conc. Catch Basin-Lt.
Inst. 12"C.M.P. -36'
355
1" Gas Main
MP 7.68
OAK PLACE
Water Pipe
30'
+33-Const. Conc. Catch Basin-Lt.
Inst. 12"C.M.P. -49'
riveway
nhole
ch Basin-Rt.
-6'
Catch Basin-Rt.
r Pipe -3'
eway
+66 Driveway
Const. Conc. Curb-Type "C"
Inst. 12" Sewer P. 243'
356+27.68 P.C.
+33 Driveway
T. 1 S., R. 2 E., W. M.
Catch Basin-Rt.
r Pipe -3'
Catch Basin-Rt.
r Pipe -3'
Catch Basin-Rt.
r Pipe -3'
anhole -Rt.
ch Basin
-2'
+74-Const. Conc. Catch Basin-Lt.
Inst. 12"C.M.P. -49'
Δ 0°30' C.L.
Ts 1°37'
161.68'
D ST.
30'
+87- Driveway
Const. Conc. Curb-Type "C"
10" Water Main
2" Water Main
2" High Pressure Gas Main
Driveway
+67.5
1/1 2
SECTION 28
N 29
eway
eway
17' 17' 17' 17'
359+51.01 P.T.
Manhole-Rt.
360
+00- Const. Conc Catch Basin-
Inst. 12"C.M.P. -49'

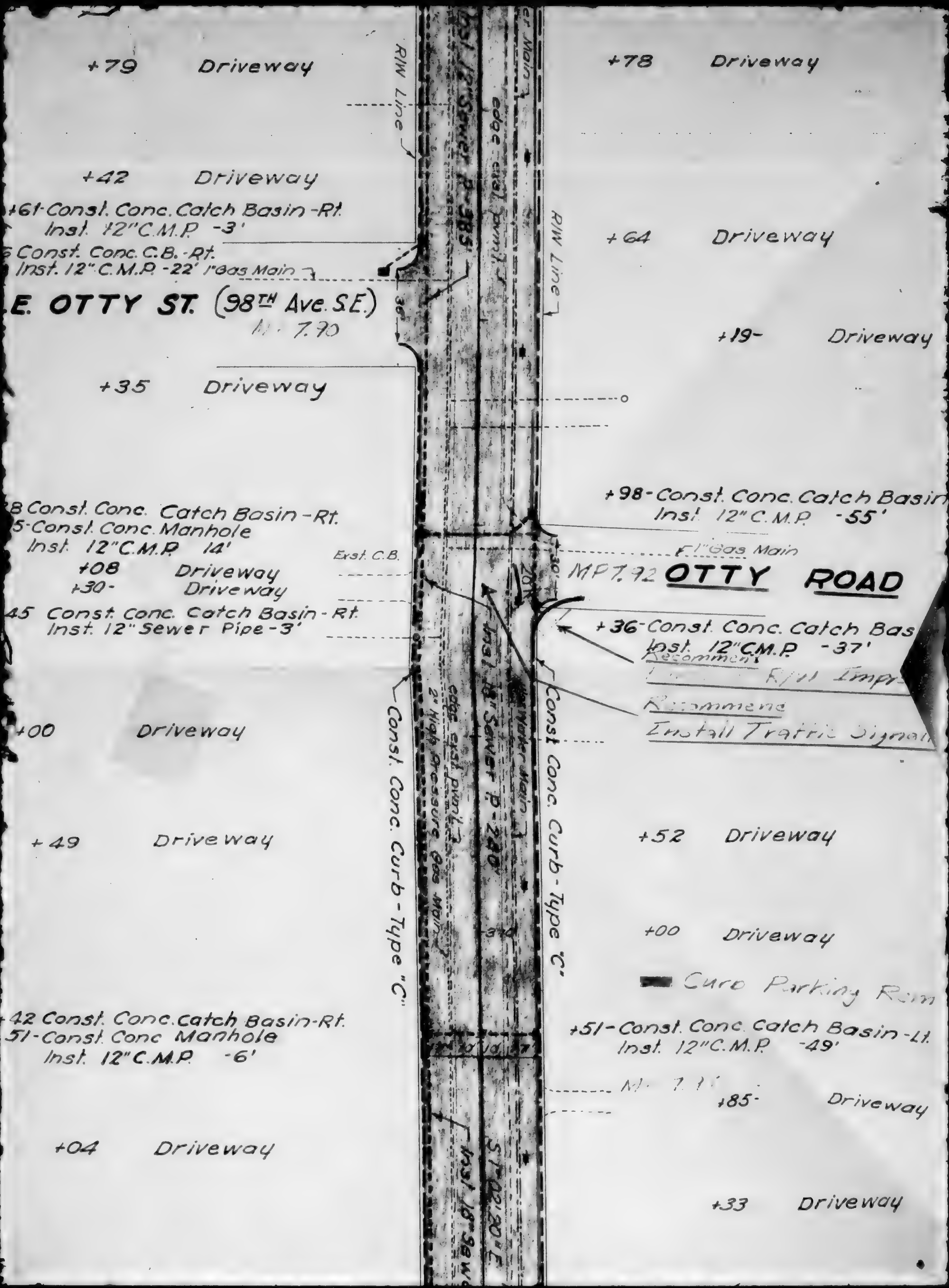


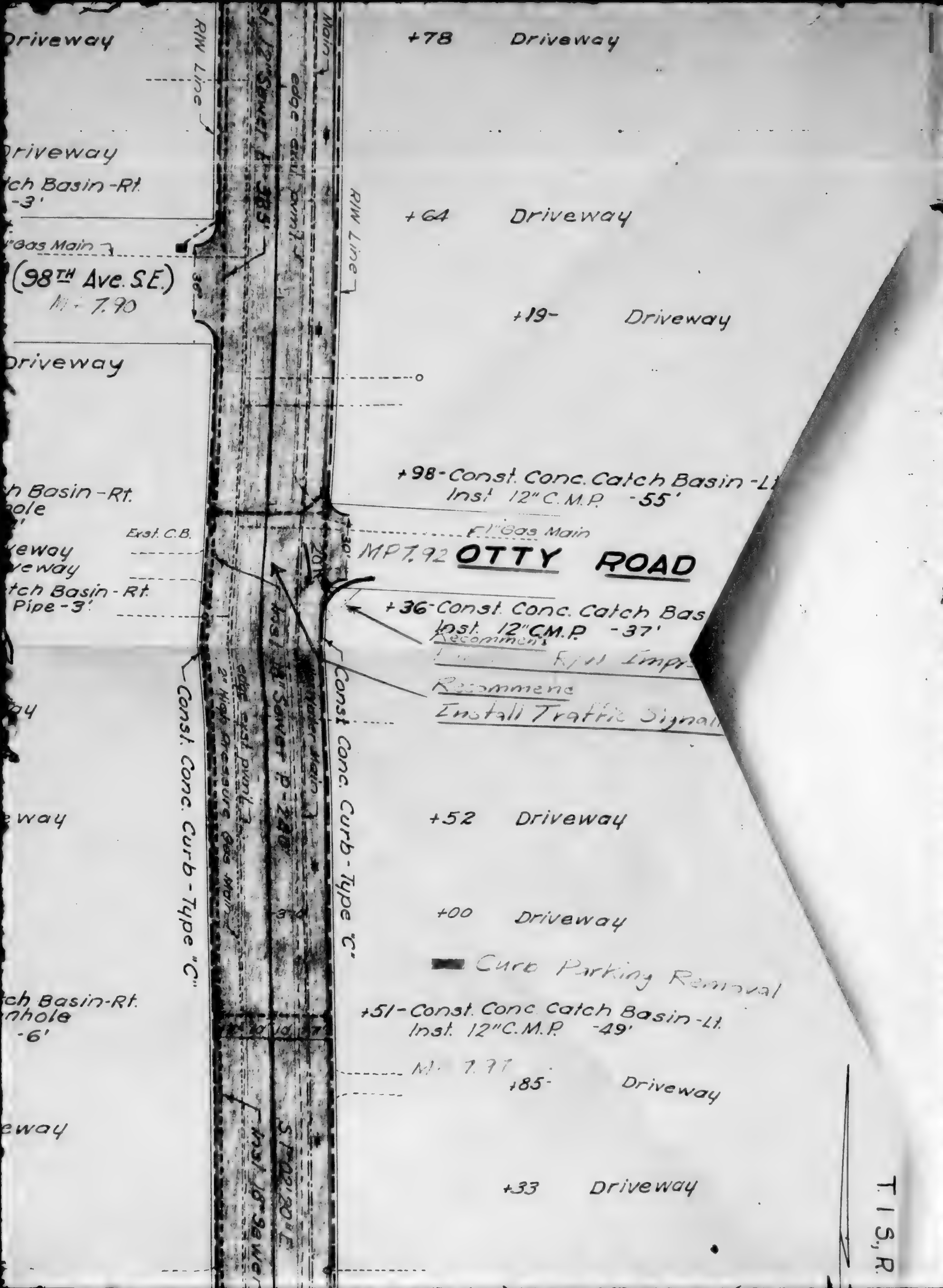
+00-Const. Conc. Manhole-Rt.
+24 Driveway
+25 Const. Conc. Catch Basin-Rt.
Inst. 12" C.M.P.-3'
+65- Driveway
+24 Driveway
+46 Const. Conc. Catch Basin-Rt.
Inst. 12" Sewer Pipe-3'
+76-Const. Conc. Manhole-Rt.
+81 Const. Conc. Catch Basin
Inst. 12" C.M.P. -3'
1" Gas Main
MP7.81
S.E. LAMPHIER AVE.
2" Water Pipe
+46 Driveway
Auction House
+81 Driveway
+55 Driveway
+20-Const. Conc. Manhole-Rt.
Const. Conc. Catch Basin
Inst. 12" C.M.P. -5'
+32- Driveway
+87 Driveway
+21 Driveway
+79 Driveway
360
Inst. 12" Sewer P-171'
edge exst. pvmt.
Remove Exst. Concrete
S 1°02'20" E
edge exst. pvmt.
Inst. 12" Sewer P-210'
R/W Line
Const. Conc. Curb-Type "C"
Const. Conc. Curb-Type "C"
R/W Line
Exst. C.B.
Sign
365
28
28
Inst. 12"
2" Water Main
R/W L
+00-Const. Conc Catch Basin-
Inst. 12" C.M.P. -49'
+80- Drivew
+76-Const. Conc. Catch Basi
Inst. 12" C.M.P. -49'
DRIVE-IN THEATRE
+12-Remove Exst. Catch Basin
+44 Driveway
+11-Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P. -55'
ROSLYN AVE.
5' R
+72 Driveway
+09 Driveway
+78 Driveway

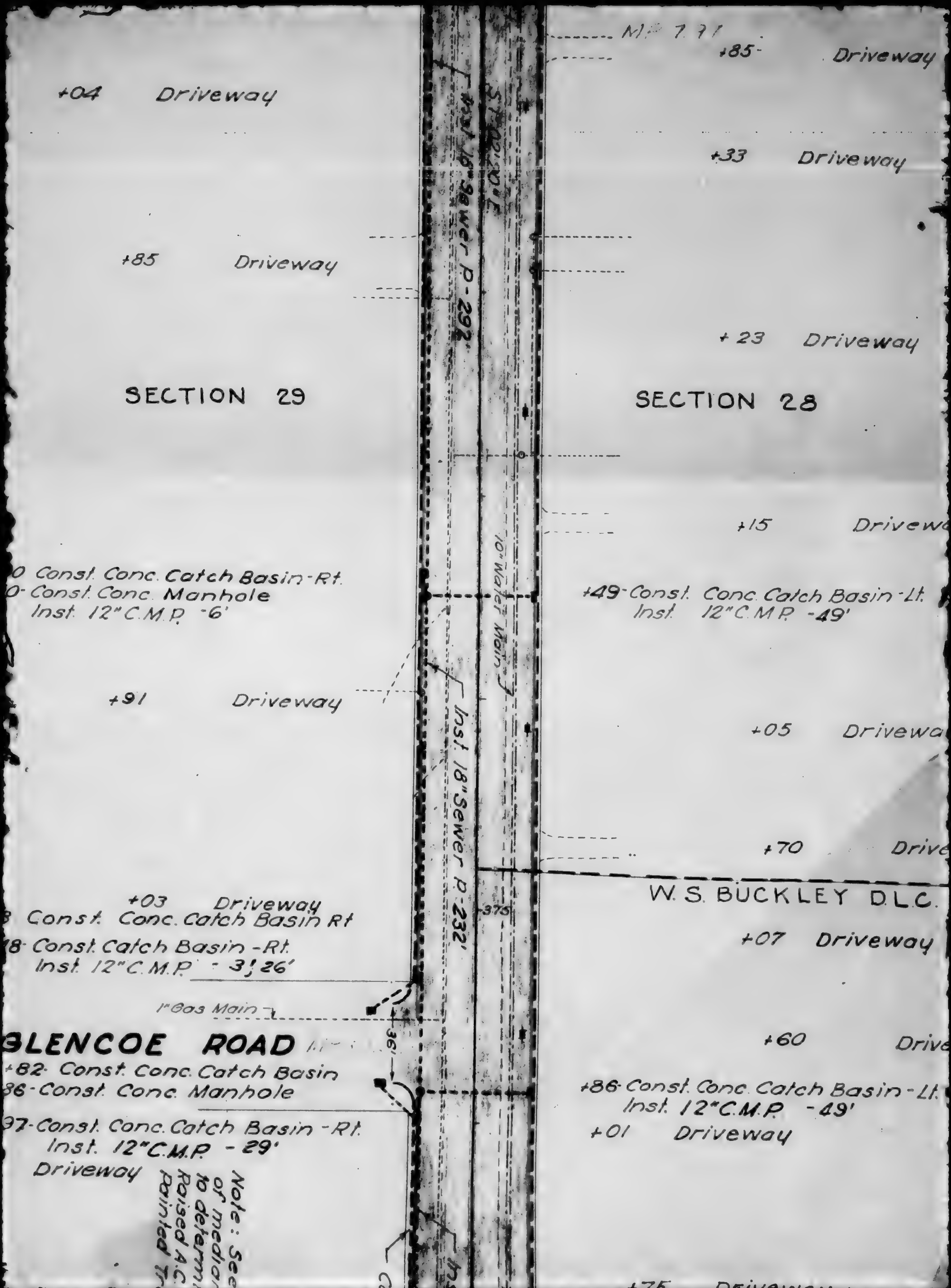


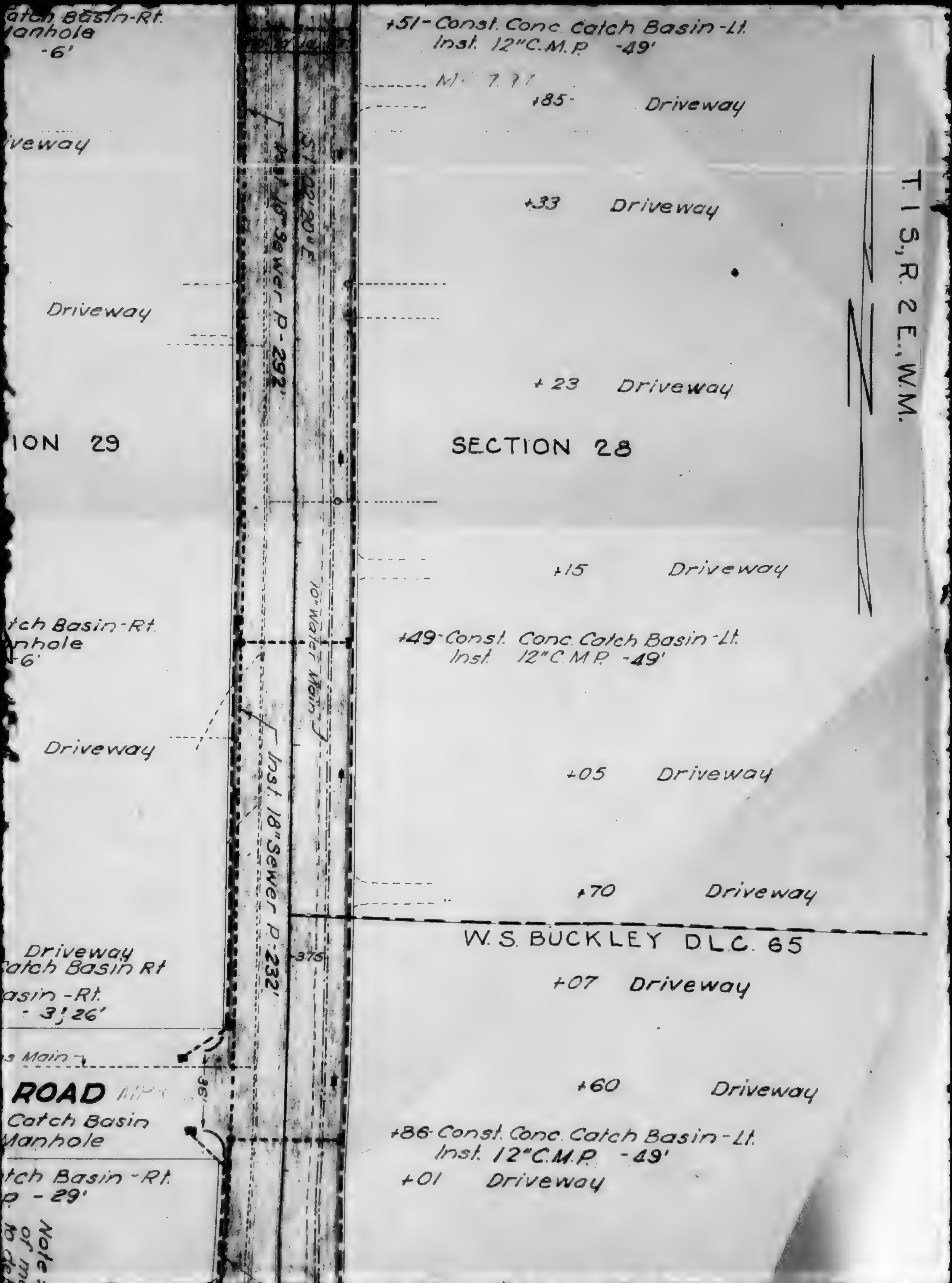
FLAVEL ST.-CLACKAMAS O'XING. SECT.
CASCADE HIGHWAY
MULTNOMAH & CLACKAMAS COUNTIES

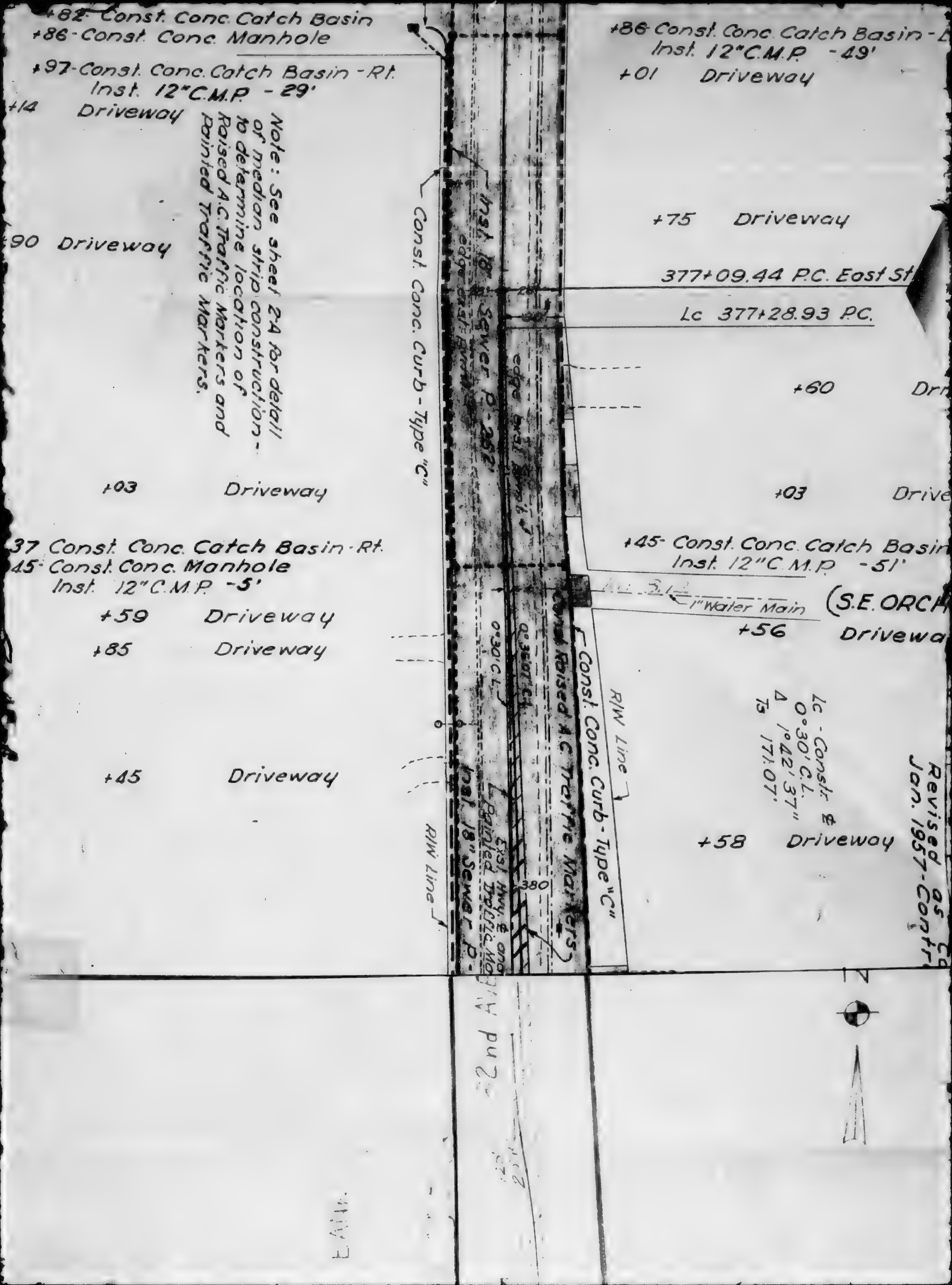
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	STATE	

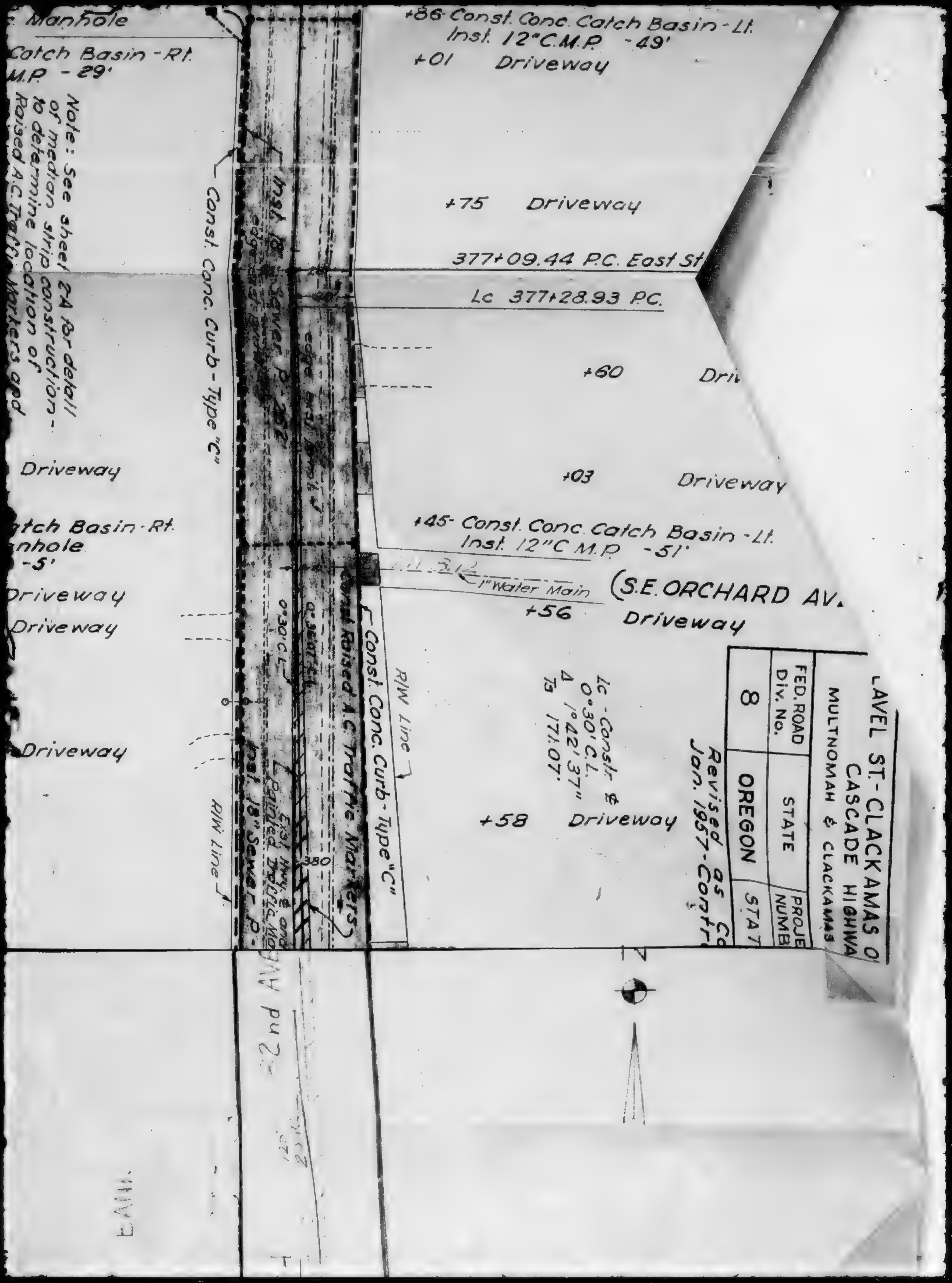

+79 Driveway
+78 Driveway
R/W Line
Inst. 12" Sewer P-385
edge exist. pvmt.
er Main
+42 Driveway
+61-Const. Conc. Catch Basin-Rt.
Inst. 12" C.M.P. -3'
R/W Line
+64 Driveway
s Const. Conc. C.B.-Rt.
Inst. 12" C.M.P. -22'
1" Gas Main
36'
E. OTTY ST. (98TH Ave. S.E.)
M. 7.90
+19- Driveway
+35 Driveway
+98-Const. Conc. Catch Basin
Inst. 12" C.M.P. -55'
8 Const. Conc. Catch Basin-Rt.
5-Const. Conc. Manhole
Inst. 12" C.M.P. 14'
Exst. C.B.
+08 Driveway
+30- Driveway
F. 1" Gas Main
30'
20'
MP 7.92
OTTY ROAD
45 Const. Conc. Catch Basin-Rt.
Inst. 12" Sewer Pipe -3'
+36-Const. Conc. Catch Bas
Inst. 12" C.M.P. -37'
Recommend
R/W Impr
Recommend
Install Traffic Signal
Const. Conc. Curb-Type "C"
edge exist. pvmt.
2" High Pressure Gas Main
Inst. 18" Sewer P-280
Water Main
Const. Conc. Curb-Type "C"
+00 Driveway
+49 Driveway
+52 Driveway
+00 Driveway
Curb Parking Rem
42 Const. Conc. Catch Basin-Rt.
51-Const. Conc. Manhole
Inst. 12" C.M.P. -6'
+51-Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P. -49'
M. 7.9
+85- Driveway
Inst. 18" Sew
S.P. 02'20" E
+04 Driveway
+33 Driveway

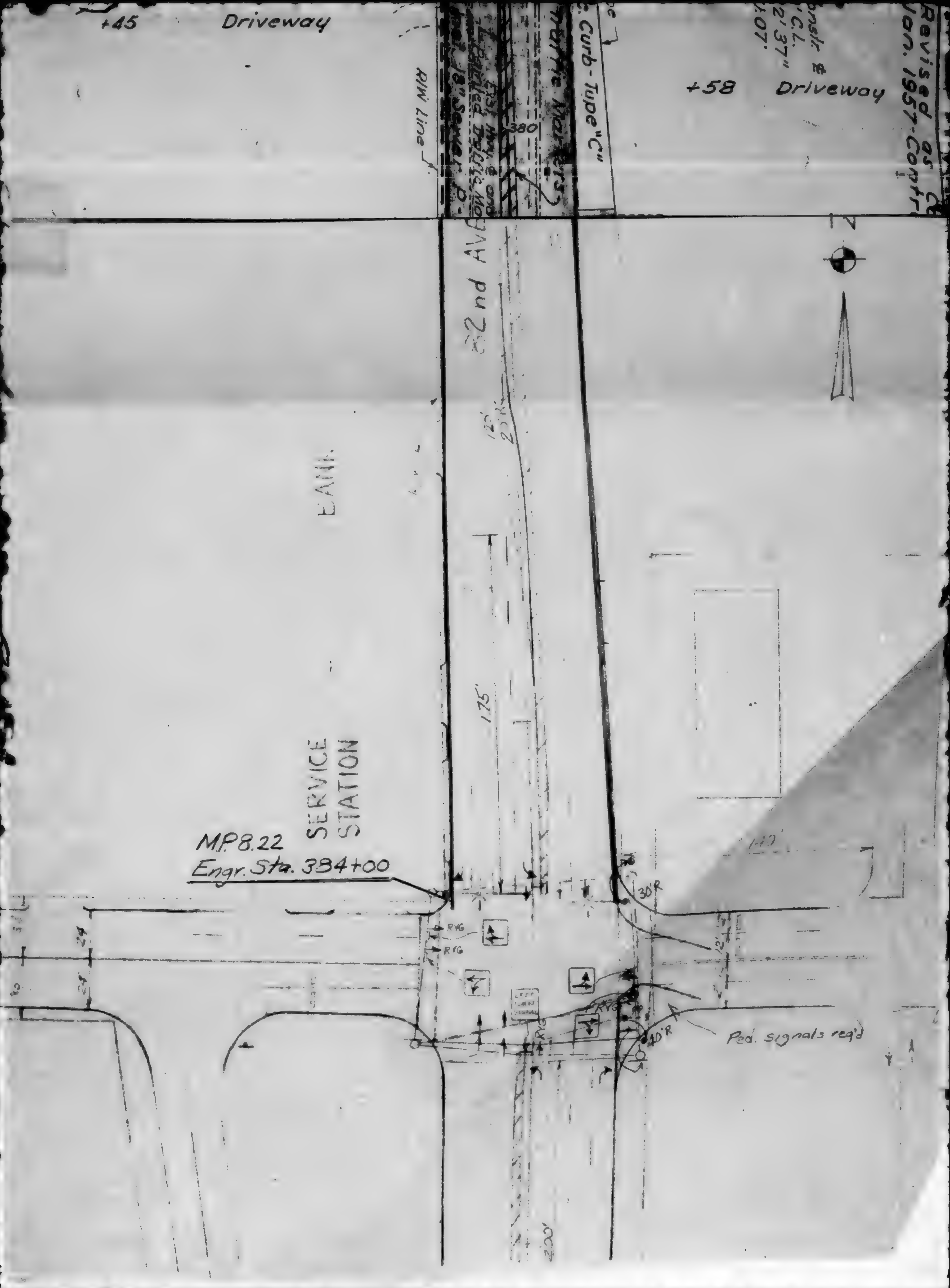

Driveway
+78 Driveway
R/W Line
Inst. 12" Sewer P-785'
edge exist. pvmt.
Main
Driveway
tch Basin-Rt.
-3'
+64 Driveway
R/W Line
Gas Main
(98TH Ave. S.E.)
M.P. 7.90
36'
+19- Driveway
Driveway
+98-Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P. -55'
h Basin-Rt.
hole
'
Exst. C.B.
F.1" Gas Main
30'
20'
MP 7.92
OTTY ROAD
eway
veway
tch Basin-Rt.
Pipe-3'
+36-Const. Conc. Catch Bas
Inst. 12" C.M.P. -37'
Recommend
R/W Impr
Recommend
Install Traffic Signal
ay
Const. Conc. Curb-Type "C"
Inst. 18" Sewer P-240'
edge exst. pvmt.
2" High Pressure Gas Main
Water Main
Const. Conc. Curb-Type "C"
eway
+52 Driveway
+00 Driveway
Curb Parking Removal
ch Basin-Rt.
nhole
-6'
+51-Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P. -49'
M.P. 7.97
+85- Driveway
eway
Inst. 18" Sewer
+33 Driveway
T.1 S., R.

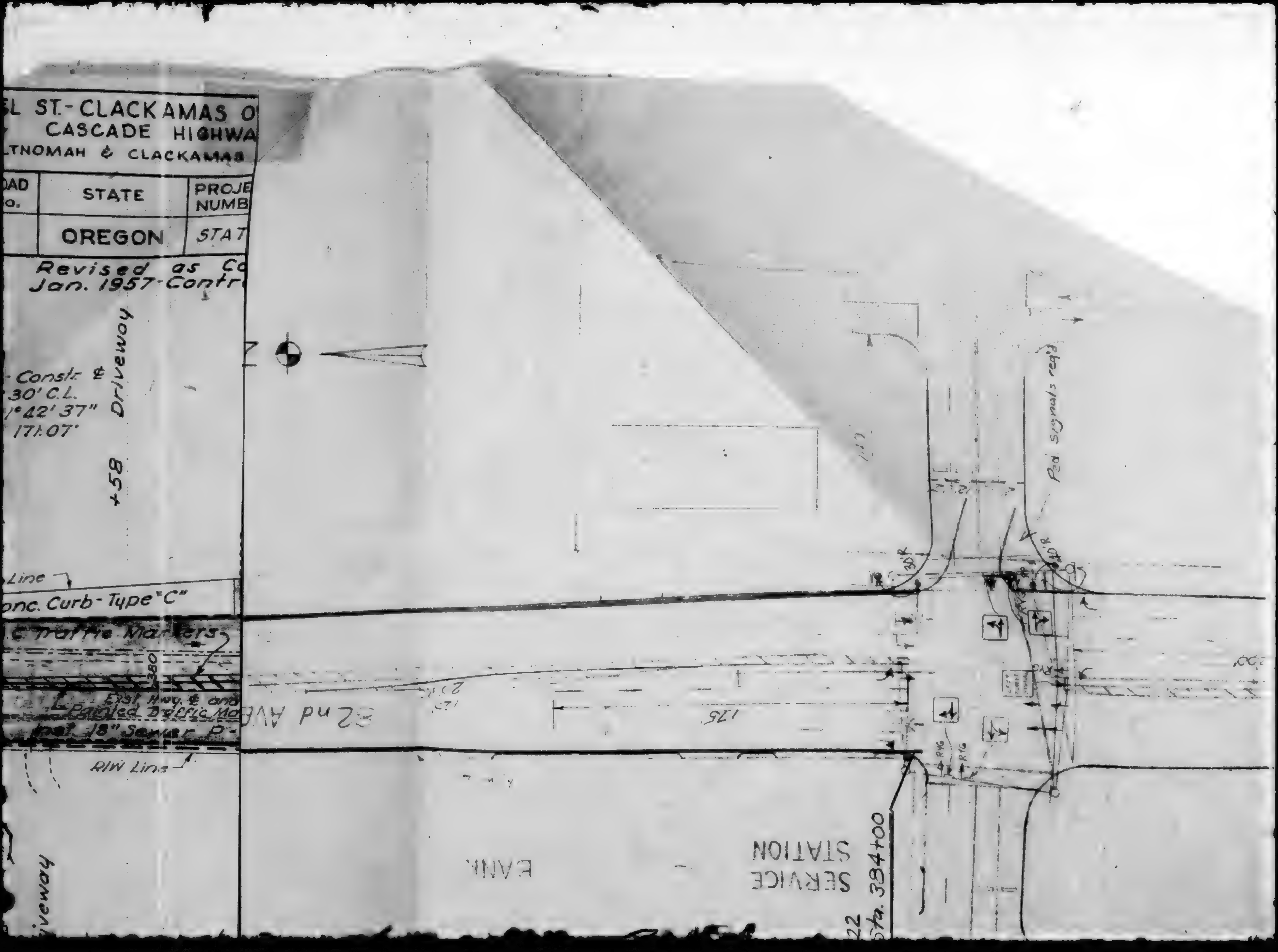

M.P. 7.71
+85 Driveway
+04 Driveway
Inst 16" Sewer P-292
ST. 02'0"E
+33 Driveway
+85 Driveway
+23 Driveway
SECTION 29
SECTION 28
+15 Drivewa
10" Water Main
0 Const. Conc. Catch Basin-Rt.
0- Const. Conc. Manhole
Inst. 12" C.M.P. -6'
+49- Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P. -49'
+91 Driveway
+05 Drivewa
Inst 18" Sewer P-232'
+70 Drive
W. S. BUCKLEY D.L.C.
+03 Driveway
3 Const. Conc. Catch Basin Rt
.375
78- Const. Catch Basin -Rt.
Inst. 12" C.M.P. - 3', 26'
+07 Driveway
1" Gas Main
36'
GLENCOE ROAD
+60 Drive
+82- Const. Conc. Catch Basin
86- Const. Conc. Manhole
+86- Const. Conc. Catch Basin-Lt.
Inst. 12" C.M.P. -49'
97- Const. Conc. Catch Basin -Rt.
Inst. 12" C.M.P. - 29'
+01 Driveway
Driveway
Note: See
of median
to determ
Raised A.C.
Painted Tr
+75 Driveway


atch Basin-Rt.
Manhole
-6'
iveway
Driveway
ION 29
tch Basin-Rt.
nhole
-6'
Driveway
Driveway
Catch Basin Rt
asin -Rt.
- 3', 26'
s Main
ROAD
Catch Basin
Manhole
tch Basin -Rt.
P - 29'
Note
or m
to d
Inst. 18" Sewer P-292'
S 2°20' E
10" Water Main
Inst. 18" Sewer P-232'
37.5
36'
+51- Const. Conc. Catch Basin - Lt.
Inst. 12" C.M.P. -49'
+85- Driveway
+33 Driveway
+23 Driveway
SECTION 28
+15 Driveway
+49- Const. Conc. Catch Basin - Lt.
Inst. 12" C.M.P. -49'
+05 Driveway
+70 Driveway
W. S. BUCKLEY D.L.C. 65
+07 Driveway
+60 Driveway
+86- Const. Conc. Catch Basin - Lt.
Inst. 12" C.M.P. -49'
+01 Driveway
T. 1 S., R. 2 E., W.M.


+82 Const. Conc. Catch Basin
+86 - Const. Conc. Manhole
+97 - Const. Conc. Catch Basin - Rt.
Inst. 12" C.M.P. - 29'
+14 Driveway
Note: See sheet 2-A for detail of median strip construction - to determine location of Raised A.C. Traffic Markers and Painted Traffic Markers.
+90 Driveway
+03 Driveway
37 Const. Conc. Catch Basin - Rt.
45 - Const. Conc. Manhole
Inst. 12" C.M.P. -5'
+59 Driveway
+85 Driveway
+45 Driveway
Const. Conc. Curb - Type "C"
R/W Line
Inst. 18" Sewer P-252
Inst. 18" Sewer P-
0°30' C.L.
Est. Hwy. ℄ and
Painted Traffic Markers
Const. Raised A.C. Traffic Markers
380
2nd Ave
+86 Const. Conc. Catch Basin -
Inst. 12" C.M.P. -49'
+01 Driveway
+75 Driveway
377+09.44 P.C. East St
Lc 377+28.93 P.C.
+60 Dr
+03 Drive
+45 - Const. Conc. Catch Basin
Inst. 12" C.M.P. -51'
1" Water Main
(S.E. ORCH
+56 Drivewa
Const. Conc. Curb - Type "C"
R/W Line
Lc - Const. ℄
0°30' C.L.
Δ 1°42'37"
Ts 171.07'
+58 Driveway
Revised as Co
Jan. 1957 - Contr
N


Manhole
Catch Basin - Rt.
M.P. - 29'
Note: See sheet 2A for detail of median strip construction - to determine location of Raised A.C. Traffic Markers and
Driveway
atch Basin - Rt.
nhole
-5'
Driveway
Driveway
Driveway
Const. Conc. Curb - Type "C"
R/W Line
Inst. 18" Sewer P - 202'
Const. Raised A.C. Traffic Markers
0°30' C.L.
Painted Traffic Markers
Inst. 18" Sewer P -
380
Const. Conc. Curb - Type "C"
R/W Line
+86 - Const. Conc. Catch Basin - Lt.
Inst. 12" C.M.P. - 49'
+01 Driveway
+75 Driveway
377+09.44 P.C. East St.
Lc 377+28.93 P.C.
+60 Driv
+03 Driveway
+45 - Const. Conc. Catch Basin - Lt.
Inst. 12" C.M.P. - 51'
1" Water Main
(S.E. ORCHARD AV.
+56 Driveway
+58 Driveway
Lc - Constr. ℄
0°30' C.L.
Δ 1°42'37"
T3 171.07'
Revised as Co
Jan. 1957 - Contr
LAVEL ST. - CLACKAMAS O
CASCADE HIGHWA
MULTNOMAH & CLACKAMAS
FED. ROAD DIV. No.
8
STATE
OREGON
PROJE NUMB
STAT
N
2nd AVE

+45 Driveway
+58 Driveway
R/W Line
Curb-Type "C"
380
Revised as Constr.
Jan. 1957-Contr.
N
2nd AVE
12'
23'R
1.75'
BANK
SERVICE STATION
M.P. 8.22
Engr. Sta. 384+00
30'R
R Y G
R Y G
R Y G
10'R
Ped. signals req'd
1.40'
12'
24'
24'
200'



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CASCADE HIGHWA
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Jan. 1957-Contr
Constr. ℄
30' C.L.
°42' 37"
171.07'
+58 Driveway
Line
onc. Curb-Type "C"
Traffic Markers
380
Exist. Hwy. ℄ and
Painted Traffic Ma
18" Sewer P
R/W Line
82nd AVE
175'
175'
30'R
40'R
RYG
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Ped. signals req'd
SERVICE
STATION
BANK
Sta. 384+00
22
iveway

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FOR [illegible]

7755

June 4, 1971

The Honorable Robert Schumacher, Chairman
Clackamas County Board of Commissioners
Courthouse
Oregon City, OR 97045

Dear Mr. Schumacher:

In response to a request from Battin Neighborhood Council, our Region Office has conducted an investigation of traffic hazards on the Cascade Highway in the vicinity of Otty Road south of Portland.

The accident record and traffic pattern at the Otty Road intersection are such that it is believed traffic safety could be materially improved through the installation of two-phase, fully-actuated traffic signals. The State Highway Division would be willing to participate in such an installation if Clackamas County would agree to pay one-half the cost of the installation and care for future power consumption and maintenance.

If the above proposal meets with your approval, we will prepare the necessary agreements. Your cooperation in this matter will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb mc

bc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
R. N. Bothman
H. S. Cox
L. W. Rulien

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MAY 12 1972
FOR FILING

7735

June 4, 1971

Mr. Ray Carlisle
Chairman, Safety Committee
Battin Neighborhood Council
7615 SE Overland
Milwaukie, Oregon 97222

Dear Mr. Carlisle:

In response to your letter to our Region Office, an investigation has been conducted looking to the improvement of traffic safety conditions on the Cascade Highway in the area between Clatsop Street and King Road south of Portland.

As a result of this investigation, we are recommending to the State Highway Commission that parking be prohibited on both sides of the highway through this section. The school crossing signs bracketing the Battin Road intersection will be replaced with crosswalk signs and pavement stencils will be painted. The crosswalks at the Johnson Creek Boulevard and Battin Road intersections will also be repainted.

In addition, we are negotiating with Clackamas County authorities for a cooperative project involving installation of traffic signals at the Otty Road intersection.

It is believed that these measures will materially improve traffic conditions in this section. Your interest in traffic matters is appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb mc

bc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. E. George
L. W. Rulien

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OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

May 28, 1971

To:

Mr. F. B. Crandall
Traffic Engineer
Salem

SUBJECT:

Pedestrian Crossing Problems
Cascade Highway near Otty Road

A safety committee of the Battin Neighborhood Council has been concerned over the difficulty and hazards involved to pedestrian crossings of 82nd Avenue in the vicinity of Otty Road. Similar problems have come up periodically in the past as well as requests for signalization.

Mr. Failmezger has made a rather comprehensive investigation of the area on 82nd Avenue between Hinkley Avenue and King Road. Attached are the results of his investigation. There are some maintenance items in his report which we will tend to. In addition, it is our recommendation that we propose to Clackamas County a cooperative signal installation at Otty Road.

In addition, we recommend that parking be prohibited as indicated in the attached report. This is important in order to open up sight distance both for cars entering 82nd and for cars on 82nd seeing pedestrians a little earlier. I would appreciate an indication at an early date as to your reaction to this report because Mr. Carlisle is pursuing this matter with considerable vigor.

L. W. Rulien
Regional Engineer

LWR:fb
Enc.
cc F. B. Klaboe
J. W. Sheldrake

NOTED
TRAFFIC CONTROL
ENGINEER

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202
May 26, 1971

To: L.W. Rulien
Regional Engineer

SUBJECT: Pedestrian Traffic Conditions
Cascade Highway (S.E. 82nd Avenue)
Hinckley Avenue to King Road
ORE213 - Hwy. No. 160 - M.P. 7.50-8.22

As a result of the investigation of pedestrian traffic conditions on the section of S.E. 82nd Avenue from the subject section of 82nd Avenue, the following recommendations are made:

1. That the State Highway Commission prohibit parking on both sides of the Cascade Highway (S.E. 82nd Avenue) Hwy. No. 160 from the south curb line of S.E. Hinckley Avenue (M.P. 7.50 Engineer Station 346+00) to the north curb line of S.E. King Road (M.P. 8.22 Engineer Station 384+00).

2. That the existing "SCHOOL CROSSING" signs bracketing S.E. Battin Road be replaced with "30 INCH" "CROSS WALK" signs.

3. That "CROSS WALK" painted stencils be installed in advance of the S.E. Battin Road pedestrian signal.

4. That the painted cross walks at the Johnson Creek Blvd. traffic signal and the Battin Road pedestrian signal be re-installed.

5. That a fully actuated traffic signal be installed at the intersection of S.E. Otty Road at an estimated cost of $23,000. This is to be shared on a 50-50 basis with Clackamas County with the County paying the power cost and maintaining the installation. 1/

1/ As part of this signal project a right-of-way purchase is necessary in the S.E. quadrant to provide a 20 foot radius and a place for the signal pole.

This investigation has resulted from a letter from Mr. Ray Carlisle Chairman of the Safety Committee for the Battin Neighborhood Council. His letter requests a safe pedestrian crossing of S.E. 82nd Avenue at Otty Road, a change of the green indication with flashing yellow at the Battin Road pedestrian signal, warning signs for this pedestrian crossing, and parking prohibition on the west side of S.E. 82nd Avenue. These were all suggestions to improve safety for children crossing 82nd Avenue on the west side to go to the Battin School. The Neighborhood Council has arranged for a supervised recreational center at the school during summer vacation.

A field investigation of the section revealed that even though the highway right-of-way is 60 feet for the 56 foot roadway section, there are areas provided for pedestrian traffic behind the curb line. This means that the existing 24 hour pedestrian signal at Battin Road can be utilized by pedestrian traffic from the west side of 82nd Avenue. The cross walk and painted stencils need refurnishing. There are also regular traffic signals at King Road and Johnson Creek Blvd. Johnson Creek Blvd. is one block north of Battin Road. This cross walk also needs to be painted.

It was found that very little on-street parking is being used, and that all businesses and residences have off-street parking. It would appear that the restriction of parking would not yield many protests. Consideration of parking prohibition north of Johnson Creek Blvd. to the City Limits of Portland was considered. There is much more on-street parking being used. Some places have no off-street parking.

An investigation for traffic signals at Otty Road was made in 1965. At that time a traffic signal was recommended to serve the east side of 82nd Avenue.

The attached 16 hour manual count taken October 6 and 7, 1965 shows the factored 24 hour volume 19,317 entering from the north and south, and 794 entering from the east. These volumes were about 80% of the minimum requirements to meet the interruption of through traffic signal warrant. No up-to-date traffic count was taken.

During the eight months of 1969 and twelve of 1970, there were nineteen reported accidents at the Otty Road east leg intersection with 82nd Avenue. There were seventeen injuries. The major type accidents were the nineteen turning movement. There were fourteen accidents within the last twelve months study period of a type preventable by signalization. This intersection is also in a one-mile rural section which registers number 29 on the Priority Accident Listing for Region I for 1970.

The intersection of Otty Road meets the accident warrant for signalization and is a desirable location for traffic signals both for pedestrian and vehicular traffic. Otty Road is 0.38 mile south of Johnson Creek Blvd. and 0.31 mile north of King Road.

A space-time diagram for these three locations was studied to see if an interconnect system would be a benefit. Due to a capacity problem and pedestrian clearance problem at King Road, the minimum operating cycle would be 85 seconds. This would be impractical for a great deal of the day on a pretimed system. A TM system would be feasible. Consideration was also given to an intertie of Johnson Creek Blvd. and Otty Road. A 60 second cycle could be used to provide a 40 M.P.H. progression speed.

Signalization for Otty Road was discussed with Mr. Bernard Straight Traffic Engineer Clackamas County. He explained that the budget monies for 1970-71 fiscal year are already earmarked. The Otty Road intersection is high on their priority for signalization for the 1971-72 fiscal year. He was reluctant to state that it would be for sure.

ORIGINAL SIGNED BY
R. W. FAILMEZGER

Ronald W. Failmezger
Regional Traffic Engineer

RWF:sdf

CC: F.B. Crandall - 2
J.W. Sheldrake

OREGON STATE
HIGHWAY DIVISION

May 5, 1971

Ray Carlisle
Chairman of Safety Committee
Battin Neighborhood Council
7615 S.E. Oberlin
Milwaukie, Oregon 97222

Dear Mr. Carlisle:

We have your letter concerning traffic matters along S.E. 82nd Avenue which stresses safety for the younger pedestrians in the area. We will proceed with an investigation concerning each item and make a joint study for the need of traffic signals at Otty Road with Clackamas County. At such time when we have completed this work, we will be in contact with you.

Sincerely yours,

L.W. Rulien
Regional Engineer

RWF:sdf

CC: John McIntyre

bcc: F.B. Crandall - Attachment
J.W. Sheldrake
R.W. Failmezger

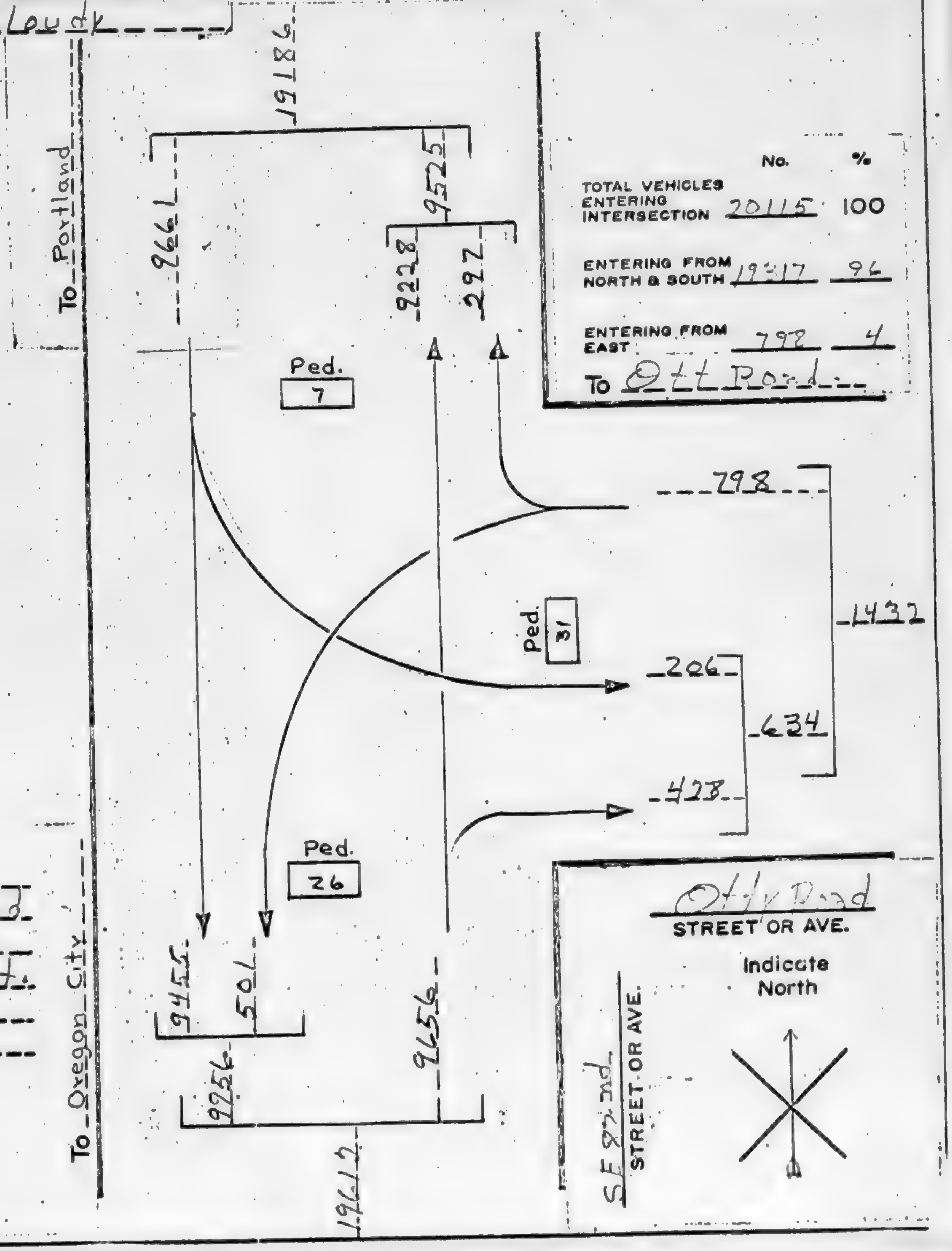
NOTED
F. B. CRANDALL

1971

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE October 6-7, 1965
DAY OF WEEK Wednesday-Thursday
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6 AM to 10 PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6 AM to 10 PM
WEATHER Cloudy

CITY OF Clackamas County
INTERSECTION OF SE 82nd Avenue (ORE 213)
AND Otty Road
STATION NO.
CODE NO.
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	20115	100
ENTERING FROM NORTH & SOUTH	19317	96
ENTERING FROM EAST	798	4

To Ott Road

Remarks: 16 hour count factored to a 24 hour vehicle count.

Form E-43—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date October 6, 7 1965
Day of week Wednesday – Thursday
Hours counted 6 AM to 10 PM
Weather Cloudy
Classification All Vehicles

	TIME	North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Tota
	6:00– 7:00	5	16			213	348			16	12			610	578	95	32	5
	7:00– 8:00	20	17			776	814			46	42			1715	1652	96	63	4
	8:00– 9:00	9	23			417	428			31	12			920	866	94	54	6
	9:00–10:00	5	17			371	404			26	13			836	793	95	43	5
	10:00–11:00	8	11			416	476			17	12			940	912	97	28	3
	11:00–12:00	12	18			464	459			10	12			975	947	97	28	3
P. M.	12:00– 1:00	13	20			491	484			20	20			1048	1008 ✓	96	40	4
	1:00– 2:00	10	16			487	455			15	12			995	964 ✓	97	31	3
	2:00– 3:00	11	15			553	579			15	30			1223	1193 ✓	98	30	2
	3:00– 4:00	14	18			727	630			35	31			1410	1357 ✓	96	53	4
	4:00– 5:00	13	31			959	932			47	57			1969	1891 ✓	96	78	4
	5:00– 6:00	15	16			974	672			65	46			1728	1647 ✓	95	81	5
	6:00– 7:00	21	18			818	651			44	32			1531	1469 ✓	96	62	4
	7:00– 8:00	6	17			283	284			18	24			632	597	94	35	6
	8:00– 9:00	8	11			467	402			23	20			931	897	96	34	4
	9:00–10:00	17	6			408	351			27	14			823	790	96	33	4
	10:00–11:00																	
	11:00–12:00																	
A. M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total	206	297			9455	9228			501	428			20115	19317	96	798	4
	16-Hour total	187	270			8596	8389			455	389			18286	17561	96	725	4
	__-Hour total																	
	Control																	
	Factor																	

Tabul
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Check
Check

SE 82nd Ave. St. is North and South
Otty Road St. is East and West

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

UMMARY OF TRAFFIC COUNT

City of Clackamas County
Intersection SE 82nd Ave & Otty Road
Station number
Code number

ication All Vehicles

Entering Volumes

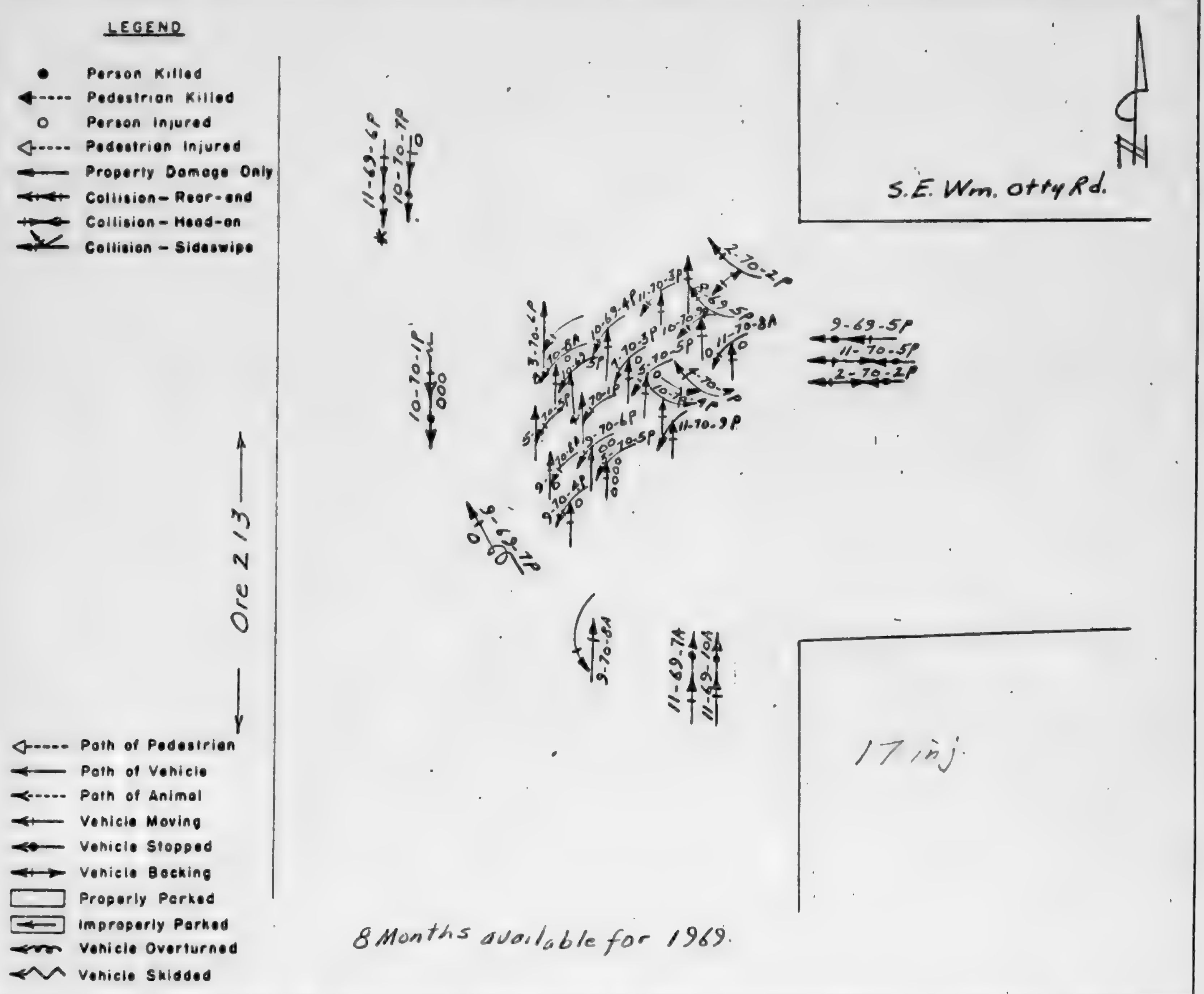
							SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
		610	578	95	32	5	218	32		360		1		
		1715	1652	96	63	4	796	63		856	1			2
		920	866	94	54	6	426	54		440		1		3
		836	793	95	43	5	376	43		417		1		
		940	912	97	28	3	424	28		488				
		975	947	97	28	3	476	28		471		2		
		1048	1008	96	40	4	504	40		504	1			
		995	964	97	31	3	497	31		467		1		1
		1223	1193	98	30	2	564	30		629	1	2		3
		1410	1357	96	53	4	696	53		661		7		3
		1969	1891	96	78	4	902	78		989		8		4
		1728	1647	95	81	5	929	81		718	4			1
		1531	1469	96	62	4	786	62		683		1		1
		632	597	94	35	6	289	35		308		2		2
		931	897	96	34	4	475	34		422		2		4
		823	790	96	33	4	425	33		365		1		
		20115	19317	96	798	4	4661	798		4656				
		18286	17561	96	725	4	8783	725		8778	7	31		26

Tabulated by
Computed by
Checked by
Checked by

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ____________ County Clackamas
Intersection of Cascade Hwy. and S.E. Wm. otty Rd.
Highway Number 160 (Ore 213) M.P. 7.92
Period Covered 3-1-69 to 12-31-70
Compiled by VL Drawn by ____________ Date 5-18-71



17 inj

8 Months available for 1969.

Collision Type	1969				1970												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end			4	4		2		2											6	6
Sideswipe						1		1										1		1
Turning Movement		1	2	3		7	9	16										8	11	19
Parking																				
Non-collision		1		1														1		1
Fixed Object																				
Pedestrian																				
Backing							3	3											3	3
Misc.																				
TOTAL		2	6	8		10	12	22										10	20	30

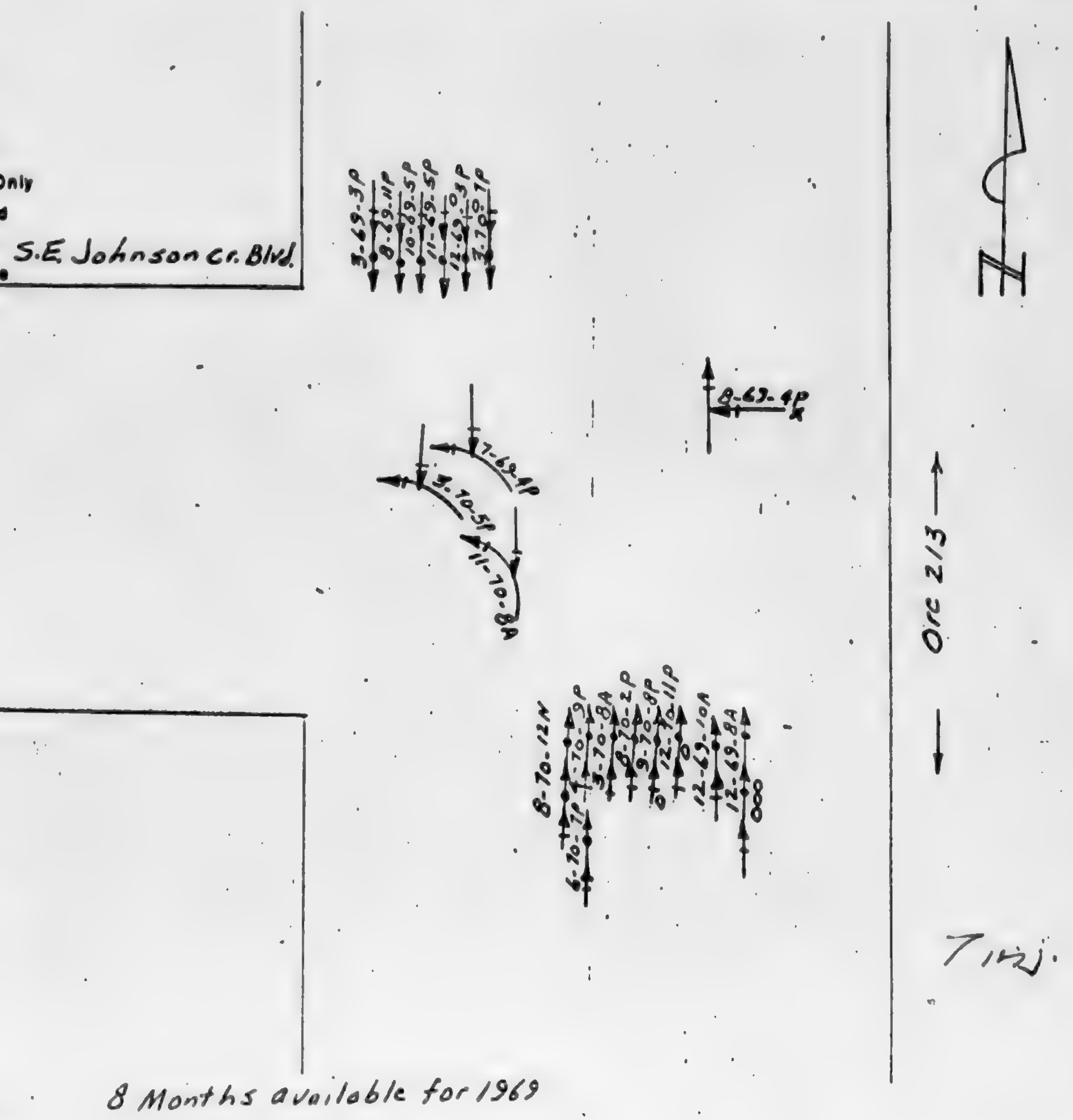
Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ______ County Clackamas
Intersection of Cascade Hwy. and S.E. Johnson Cr. Blvd.
Highway Number 160 (orc 213) M.P. 7.54
Period Covered 3-1-69 to 12-31-70
Compiled by BC Drawn by ______ Date 5-18-71

LEGEND

- ● Person Killed
- ◄---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ◄—— Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- ◁---- Path of Pedestrian
- ◄—— Path of Vehicle
- ◁---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

8 Months available for 1969

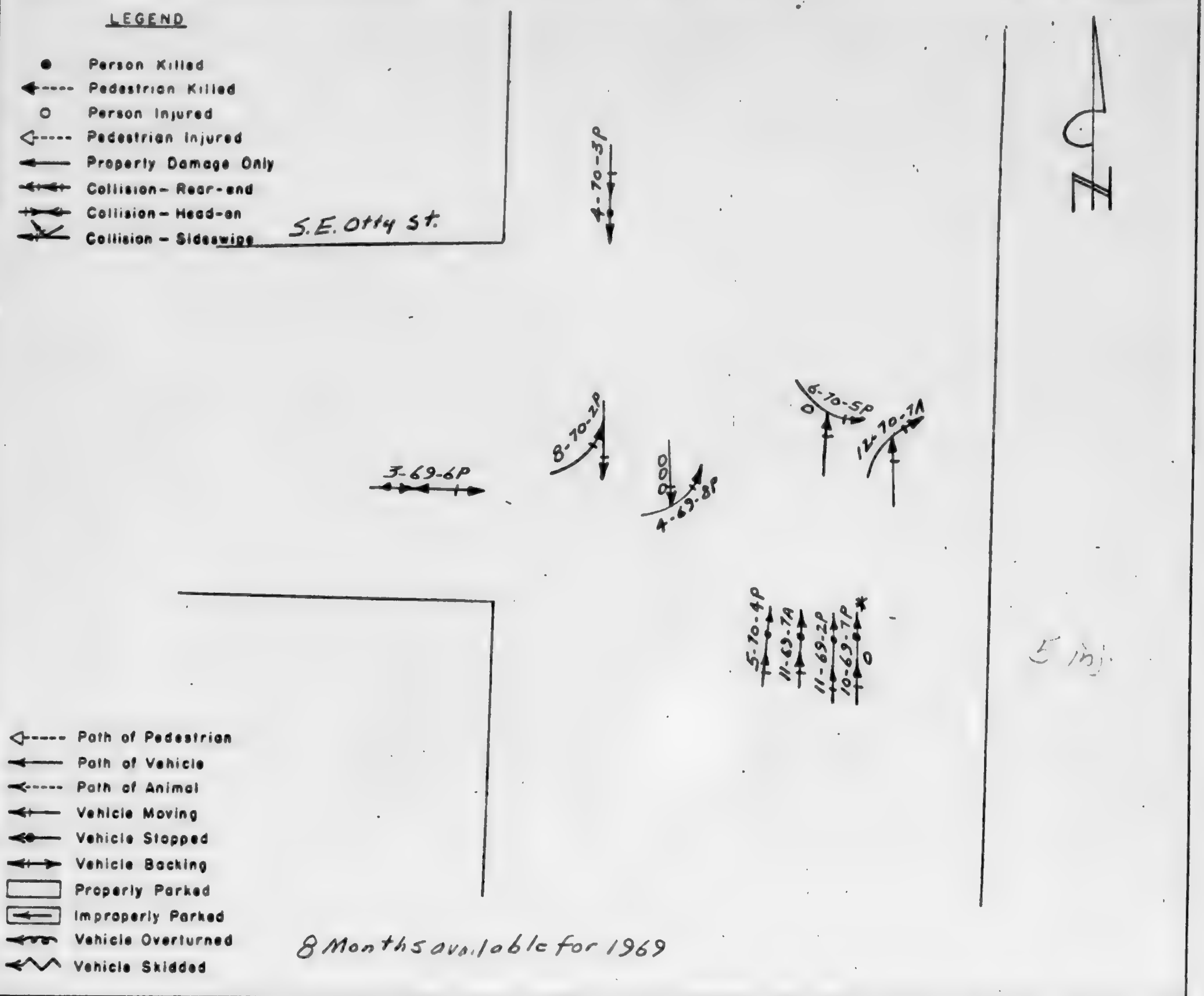
Collision Type	1969				1970												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			1	1															1	1
Head-on																				
Rear-end		3	4	7		3	5	8										6	9	15
Sideswipe																				
Turning Movement			1	1		1	1	2										1	2	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL		3	6	9		4	6	10										7	12	19

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of ____________ County Clackamas
Intersection of Cascade Hwy. and S.E. Otty St.
Highway Number 160 (orc 213) MP 7.90
Period Covered 3-1-69 to 12-31-70
Compiled by BL Drawn by ____________ Date 5-18-71



LEGEND

- ● Person Killed
- ◁---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ←—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe

- ◁---- Path of Pedestrian
- ←—— Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ☐ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

8 Months available for 1969

Collision Type	1969				1970												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1	2	3			2	2										1	4	5
Sideswipe																				
Turning Movement		1		1		1	2	3										2	2	4
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing			1	1															1	1
Misc.																				
TOTAL		2	3	5		1	4	5										3	7	10

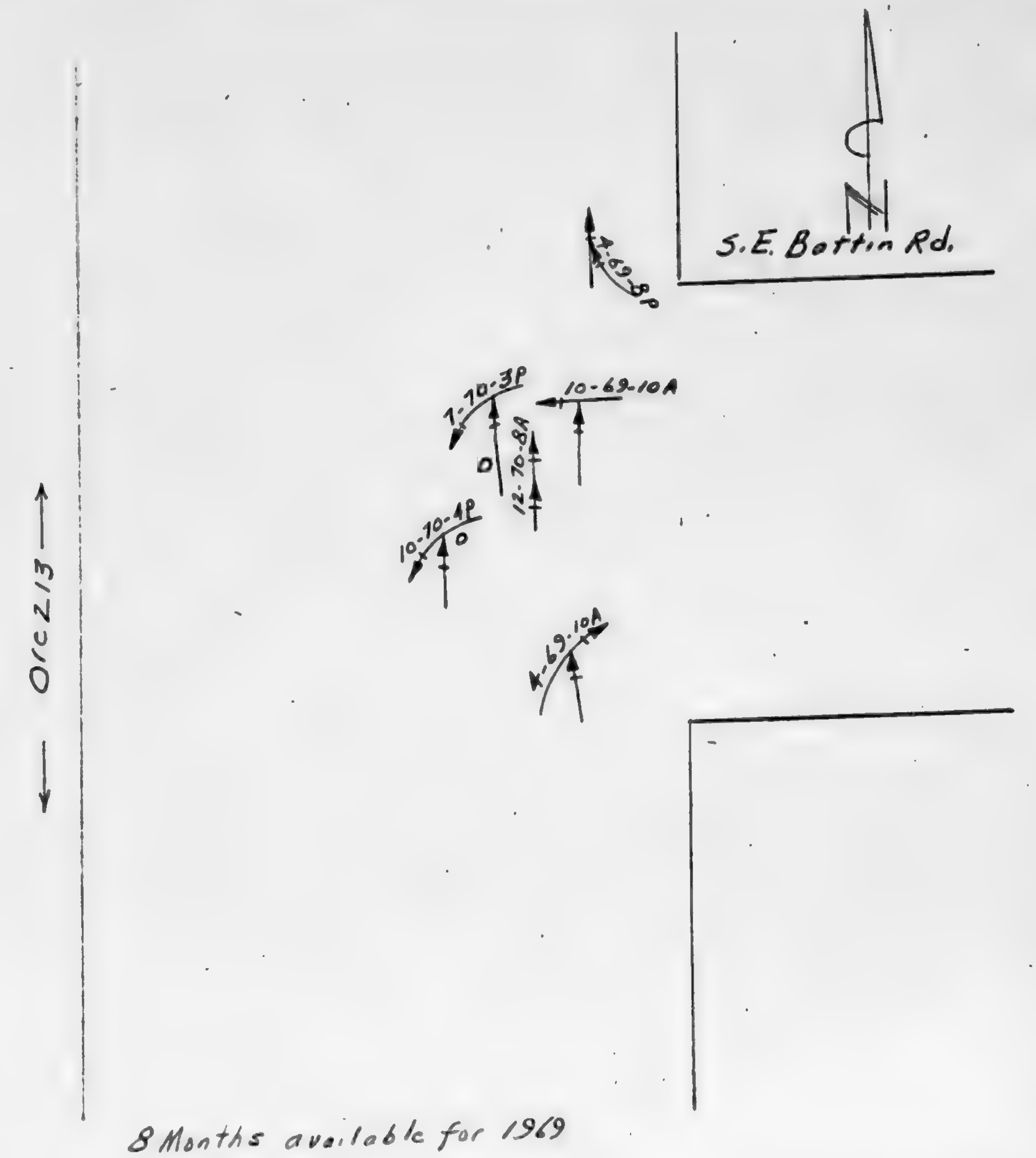
Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of ______ County Clackamas
Intersection of Cascade Hwy. and S.E. Bottin Rd.
Highway Number 160 (213) M.P. 7.61
Period Covered 3-1-69 to 12-31-70
Compiled by Bc Drawn by ______ Date 5-18-71

LEGEND

- ● Person Killed
- ←---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ← Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- ◁---- Path of Pedestrian
- ← Path of Vehicle
- ←---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

8 Months available for 1969

Collision Type	1969				1970												Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle			1	1															1	1
Head-on																				
Rear-end																				
Sideswipe							1	1											1	1
Turning Movement			2	2		2		2										2	2	4
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																				
TOTAL			3	3		2	1	3										2	4	6

Form E-261-6-70

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TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue

2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street

3. Looking south on ORE213 from 200 feet north of S.E. Lamphier Street

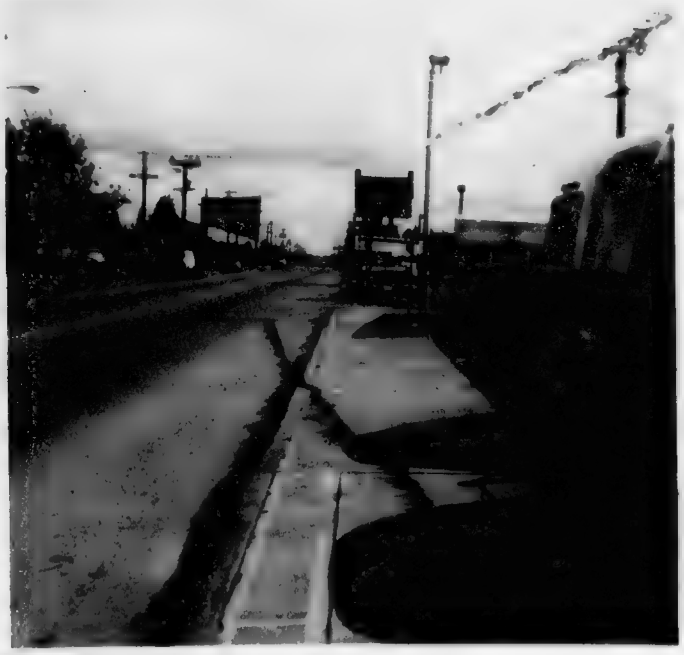
4. Looking south on ORE213 from 200 feet south of S.E. Otty Road

5. Looking north on ORE213 from 250 feet south of S.E. Otty Road

6. Looking north on ORE213 from 100 feet north of S.E. Otty Road

7. Looking north on ORE213 from S.E. Lamphier Street

8. Looking north on ORE213 from S.E. Overland Street



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TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue
2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street
3. Looking south on ORE213 from 200 feet north of S.E. Lamphier Street
4. Looking south on ORE213 from 200 feet south of S.E. Otty Road
5. Looking north on ORE213 from 250 feet south of S.E. Otty Road
6. Looking north on ORE213 from 100 feet north of S.E. Otty Road
7. Looking north on ORE213 from S.E. Lamphier Street
8. Looking north on ORE213 from S.E. Overland Street

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TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue
2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street
3. Looking south on ORE213 from 200 feet north of S.E. Lamphier Street
4. Looking south on ORE213 from 200 feet south of S.E. Otty Road
5. Looking north on ORE213 from 250 feet south of S.E. Otty Road
6. Looking north on ORE213 from 100 feet north of S.E. Otty Road
7. Looking north on ORE213 from S.E. Lamphier Street
8. Looking north on ORE213 from S.E. Overland Street

2

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TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue
2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street
3. Looking south on ORE213 from 200 feet north of S.E. Lamphier Street
4. Looking south on ORE213 from 200 feet south of S.E. Otty Road
5. Looking north on ORE213 from 250 feet south of S.E. Otty Road
6. Looking north on ORE213 from 100 feet north of S.E. Otty Road
7. Looking north on ORE213 from S.E. Lamphier Street
8. Looking north on ORE213 from S.E. Overland Street

5
6.
7.
8.

TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue
2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street
3. Looking south on ORE213 from 200 feet north of S.E. Lamphier Street
4. Looking south on ORE213 from 200 feet south of S.E. Otty Road
5. Looking north on ORE213 from 250 feet south of S.E. Otty Road
6. Looking north on ORE213 from 100 feet north of S.E. Otty Road
7. Looking north on ORE213 from S.E. Lamphier Street
8. Looking north on ORE213 from S.E. Overland Street

6.
7.
8.

TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue
2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street
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4. Looking south on ORE213 from 200 feet south of S.E. Otty Road
5. Looking north on ORE213 from 250 feet south of S.E. Otty Road
6. Looking north on ORE213 from 100 feet north of S.E. Otty Road
7. Looking north on ORE213 from S.E. Lamphier Street
8. Looking north on ORE213 from S.E. Overland Street

7.
8.

TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue
2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street
3. Looking south on ORE213 from 200 feet north of S.E. Lamphier Street
4. Looking south on ORE213 from 200 feet south of S.E. Otty Road
5. Looking north on ORE213 from 250 feet south of S.E. Otty Road
6. Looking north on ORE213 from 100 feet north of S.E. Otty Road
7. Looking north on ORE213 from S.E. Lamphier Street
8. Looking north on ORE213 from S.E. Overland Street

8.

TYPICAL VIEWS
Cascade Highway (S.E. 82nd Avenue)
Clackamas County

1. Looking south on ORE213 from S.E. Hinckley Avenue
2. Looking south on ORE213 from 150 feet north of S.E. Clackamas Street
3. Looking south on ORE213 from 200 feet north of S.E. Lamphier Street
4. Looking south on ORE213 from 200 feet south of S.E. Otty Road
5. Looking north on ORE213 from 250 feet south of S.E. Otty Road
6. Looking north on ORE213 from 100 feet north of S.E. Otty Road
7. Looking north on ORE213 from S.E. Lamphier Street
8. Looking north on ORE213 from S.E. Overland Street

1.

2.

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TYPICAL VIEWS
S.E. 82nd Avenue at S.E. Battin Road
Clackamas County

1. Looking south on ORE213 from 200 feet north of S.E. Battin Road

2. Looking north on ORE213 from 150 feet south of S.E. Battin Road

3. Looking north on ORE213 from 150 feet south of S.E. Battin Road from the west side of ORE213

2.

3.

TYPICAL VIEWS
S.E. 82nd Avenue at S.E. Battin Road
Clackamas County

1. Looking south on ORE213 from 200 feet north of S.E. Battin Road
2. Looking north on ORE213 from 150 feet south of S.E. Battin Road
3. Looking north on ORE213 from 150 feet south of S.E. Battin Road from the west side of ORE213

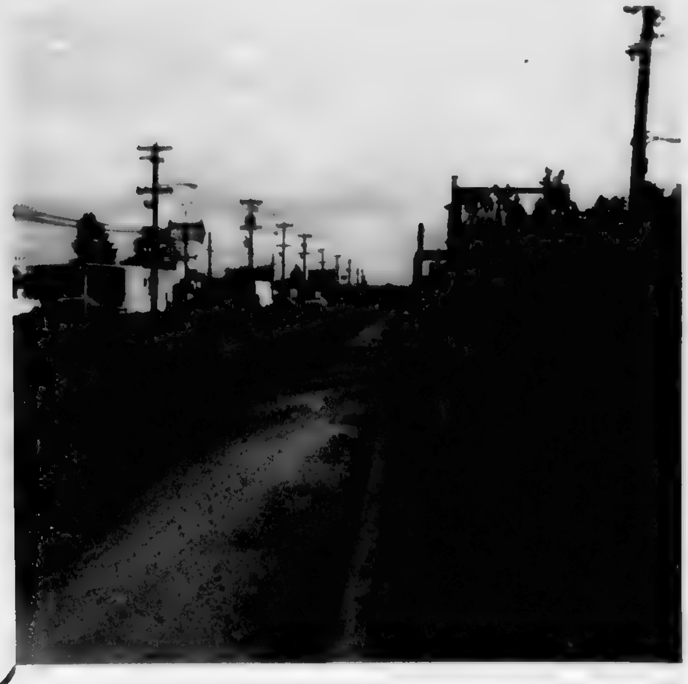
3.

TYPICAL VIEWS
S.E. 82nd Avenue at S.E. Battin Road
Clackamas County

1. Looking south on ORE213 from 200 feet north of S.E. Battin Road

2. Looking north on ORE213 from 150 feet south of S.E. Battin Road

3. Looking north on ORE213 from 150 feet south of S.E. Battin Road from the west side of ORE213



1.

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TYPICAL VIEWS
S.E. 82nd Avenue at S.E. Otty Road
Clackamas County

1. Looking south on ORE213 from 75 feet north of the west leg of Otty Road.
2. Looking south on ORE213 from 100 feet north of the west leg of Otty Road on the east side of ORE213.
3. Looking north on ORE213 from 75 feet south of the east leg of Otty Road.

2.

3.

TYPICAL VIEWS
S.E. 82nd Avenue at S.E. Otty Road
Clackamas County

1. Looking south on ORE213 from 75 feet north of the west leg of Otty Road.

2. Looking south on ORE213 from 100 feet north of the west leg of Otty Road on the east side of ORE213.

3. Looking north on ORE213 from 75 feet south of the east leg of Otty Road.

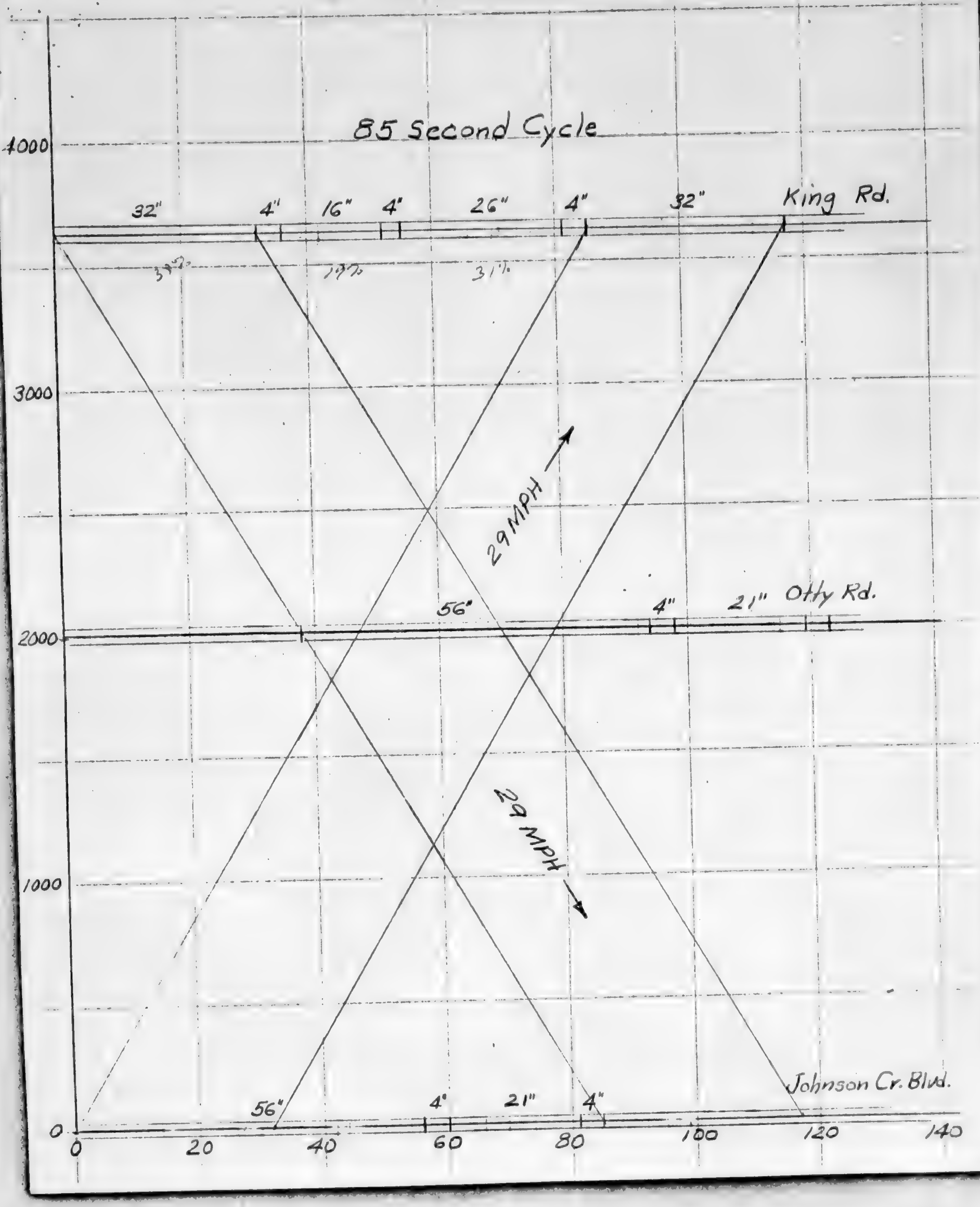
3.

TYPICAL VIEWS
S.E. 82nd Avenue at S.E. Otty Road
Clackamas County

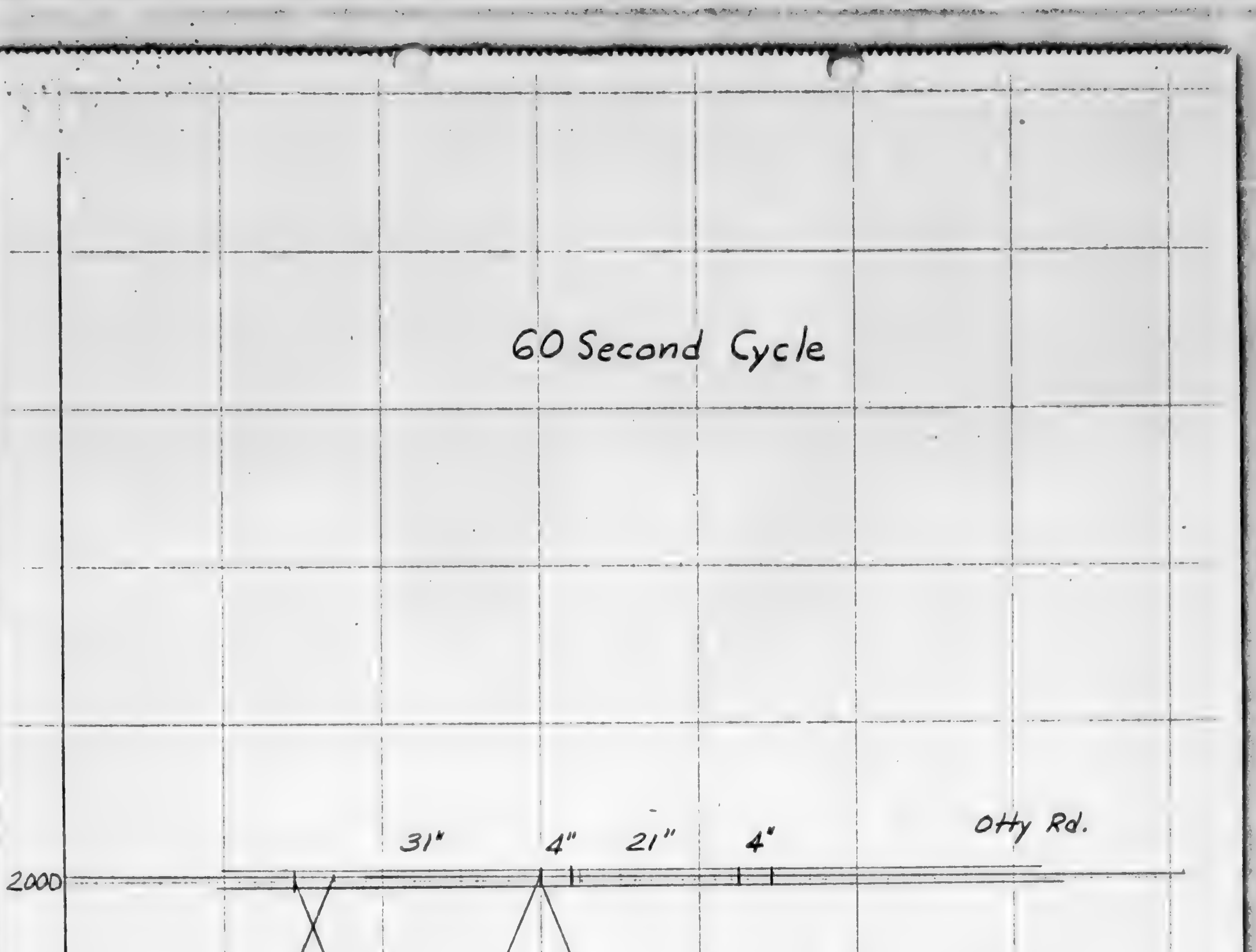
1. Looking south on ORE213 from 75 feet north of the west leg of Otty Road.

2. Looking south on ORE213 from 100 feet north of the west leg of Otty Road on the east side of ORE213.

3. Looking north on ORE213 from 75 feet south of the east leg of Otty Road.



85 Second Cycle


60 Second Cycle
Otty Rd.
31"
4"
21"
4"
2000
1000
0
0
40MPH
40MPH
31"
4"
21"
4"
31"
Johnson Cr. Blvd.

MR. L.W. Rulien, Region Eng.
Dept. of Transportation
9200 S.E. McLoughlin BLVD.
Portland Oregon 97202

☐ DE ☐ ADE ☐ ADE ☐ OE
☐ TE ☐ UE ☐ DES

Gentelman

As chairman for the safety commitie for Battin Neighbarhood Council, which is an organized group, I am writing to you in regard to the pedestrian problem on S.E. 82nd in the vinicinty of Clasop st to the North and Otty or King Rd to the South. This is a very serious problem to the children and the adults trying to cross this heavyly travled highway or Ave.

We need and hereby petition you, to install a safe pedestrian crossing at the intersection of SE 82nd and Otty Rd. The reason for a safe crossing at this particular location, is primarly for the children, who live west of 82nd Ave. who will frequent the Battin school playground this summer this being the only playground with in walking distance The children could cross at this intersection and use fuller Rd to get to this playground, which is a safer way then going down 82nd Ave. I and the people I speak for would like to see the light at 82nd and Battin Rd. changed from a green light to a blinking yellow, caution light, with a sign warning mortorist to pedestrian crossing. I believe a yellow caution light, would alert the auto traffic better. I would like to suggest that no parking be permitted on the west side of 82nd ave. This would help very much. Because the children living on the west side of 82nd Ave attempt to cross at any corner to get across 82nd to the East side to get to Battin school, playground. The traffic lights are just to far apart in this vicinty. It is just a matter of time before there is a fatal accident, even though the children have been cautioned by there parents about crossing this dangerous highway. you are urged very strongly to make some provison promtly to assure safety of our children.. Time is very important do to school being out for the summer in about 6 wks.

Please answer our request immediatley
Thank you
Battin Neighborhood Council

Ray Carlisle
Chairman Safety
Commitee

cc MR. MCinTyre

7615 SE Overland
Milwaukie 97222

7737 Youngs Bay Bridge on the Oregon 197
Coast Hwy. at Astoria
(Maintenance painting)

EXHIBIT C

CORRECTED COPY

REPORT OF ACTION UNDER DELEGATED AUTHORITY BY
ADMINISTRATOR AND STATE HIGHWAY ENGINEER

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, I accepted the following:

Contractor and Contract No.	Section and Highway	Acceptance Date
B-G Paint Co. No. 7737	Youngs Bay Bridge Oregon Coast Highway Clatsop County	August 26, 1974
Hall International No. 8009	Odell Lake Rock Production, Willamette Highway, Klamath County	August 29, 1974
William D. McBee No. 7936	Deadmans Creek Slide Wilson River Highway Tillamook County	August 29, 1974
Horton Bros., Inc. No. 7944	Harris Beach State Park Curry County	September 5, 1974
Workman Construction Co. and Workman Contractors No. 7906	Nestucca River (Pacific City) Bridge, FAS 618, Tillamook County	September 6, 1974

September 24, 1974

F B Klaboe

Administrator and State Highway Engineer

7737

September 9, 1974

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 7737 awarded to B-G Paint Co. for work on the Youngs Bay Bridge Section of the Oregon Coast Highway in Clatsop County was completed on May 3, 1974 and accepted by the Administrator and State Highway Engineer on August 26, 1974.

Final payment in the amount of $3,955 will be released to the contractor after September 14, 1974. The total contract amount is $79,100 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

rw

cc: B-G Paint Co.
16637 Marine View Drive S.W.
Seattle, WA 98166

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

FORM E-30 #7737

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE August 29, 1974

TO C. W. Head
Commission Services

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Attached is a report on approval of completed contracts which I accepted under authority delegated to me by the Transportation Commission.

Att.

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
Vince Gallagher

NOTED
C. W. HEAD

[illegible]

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on August 26, 1974 I accepted the following:

Contract No. 7737, Work Completed May 3~~1~~, 1974

Project Youngs Bay Bridge

Highway Oregon Coast County Clatsop

Type of Work Maintenance Painting

Contractor B-G Paint Co.

Letter written 9-9-74 ✓

On behalf of the Commission and under authority delegated to me to accept contracts completed according to specifications, on August 29, 1974 I accepted the following:

Contract No. 8009, Work Completed July 17, 1974

Project Odell Lake Rock Production

Highway Willamette County Klamath

Type of Work Rock Production

Contractor Hall International

Letter written 9-10-74 ✓

Contract No. 7936, Work Completed May 30, 1974

Project Deadmans Creek Slide

Highway Wilson River County Tillamook

Type of Work Slide Correction

Contractor William D. McBee

Letter written 9-10-74 ✓

Klaboe

Administrator and
State Highway Engineer

7737

FORM E-1 (REV. 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Youngs Bay Bridge

WEEK ENDING: May 31, 1974

SECTION PREFIX: 4-4222

HIGHWAY: Oregon Coast

COUNTY: Clatsop

NAME OF JOB: Youngs Bay Bridge

KIND OF WORK: Maintenance Painting

CONTRACTOR: B - G Paint Co.

CONTRACT NUMBER: 7737

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: May 4, 1972

DATE WORK STARTED: July 26, 1972

XXXXX COMPLETION DATE: May 3, 1974

SPECIFIED WORK DAYS:

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: Sept. 26, 1973

PERCENT OF TIME ELAPSED: 100+

PROJECT AUTHORIZATION: $ 96,075.00

EXCLUSIVE OF ENGINEERING: $ 83,075.00

ENGINEERING AUTHORIZATION: $ 13,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 84,275.00

ENGINEERING COST TO DATE: $ 23,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN XXXXX 8 %

PERCENT OF AUTHORIZATION: 177 %

DATE PROJECT WAS COMPLETED: May 3, 1974

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
May SUNDAY 26	Ptly Cloudy	0		
MONDAY 27	" "	0		
TUESDAY 28	" "	0		
WEDNESDAY 29	" "	0		
THURSDAY 30	Clear	0		
FRIDAY 31	"	0		
SATURDAY 25	Showers	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work all week, job complete except for, see below.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job is complete except for one paint compatibility certification; Final Acceptance letter will be issued when this furnished by the Contractor.

This will be the final weekly report.

Semi-Final and Final Records were Submitted to the Region Office 6-1-74.

SIGNED Gareld Inloes LOCATION Astoria

Gareld Inloes

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7737

8

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 23, 1974

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Falsework Status Report
Youngs Bay Maintenance Painting
Contract 7737

Enclosed is the final falsework status report for the above project.

All work was completed on this project on Friday, May 3, 1974, including a removal of cables under roadway of fixed and lift spans.

Very truly yours,

Walter J. Hart
Bridge Engineer
By

R. W. Ellison
Bridge Administration Engineer

RWE/ag
Encl.
cc E. S. Hunter
C. T. Keasey
Att. A. C. Harwood

NOTED
E. S. HUNTER

RECEIVED
MAY 24 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7737

February 26, 1974

B-G Paint Company
16637 Marine View Drive, S. W.
Seattle, Washington 98116

Gentlemen:

The State Highway Division has considered your request to extend the completion date of Contract No. 7737 for the Youngs Bay Bridge painting project in Clatsop County.

Your request (prepared in August 1973) was for extension to October 1, 1973. This is the second request for extension on this project, the first request resulting in extension of the completion requirement from October 15, 1972 to June 15, 1973.

Careful consideration has been given to the reasons you submitted, along with other information pertaining to this project. In light of the available facts, I have granted an extension of time to a new completion date of September 26, 1973. This amounts to an additional 103 days extension and will leave 60 days liquidated damages in effect at the present time.

The project is currently under a stop-work order, awaiting suitable weather to resume the work. This additional extension is based on six days for the July 4 holiday weekend stop-work ordered; 63 days for July 20 through September 20 during which there was a labor dispute, a Labor Day weekend holiday shut down ordered, and the loss of the first paint supplier's plant by fire; plus 34 days from October 22, when the last painting work was performed, until November 26, the effective date of the current stop-work order. In effect, the 60 days liquidated damages represents time from June 15 to June 29, from July 4 to July 20, and from September 20 to October 22.

If you have any further questions on this matter, you should contact either the Resident or Regional Engineer, or the Construction Engineer in Salem.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
Vince Gallagher
C. O. Fredrickson

JAB:fr cm

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 17, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in Completion Date ~~the number of workdays from~~ ~~days to~~ ~~days~~, within which to complete our Contract No. 7737, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(See Encloser)

Respectfully submitted,

B-G Paint Co.
Contractor

By Robert L Gillo

CONSENT OF SURETY

Date August 20, 1973

We, United Pacific Insurance Company, 728 St. Helens Ave., Tacoma, Wa., 98402, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ellouise Buchanan
Attorney-in-fact

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7737 Contractor B-G Paint Co.

Highway Oregon Coast

Section Youngs Bay Bridge

Kind of Work Maintenance Painting

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Grant extension to September 26, 1973 (103 days extension) for ordered "stop work" on holiday week ends, labor dispute in July, 1973, effect of fire at paint supplier's plant and recognize winter "stop work" as of October 23, 1973.

Recommended for Approval:

Division Engineer

Asst.
Construction Engineer ~~or Bridge Engineer~~

State Highway Engineer

SP*6296-734

Contract No. 7737

Project designation State
State-Federal

Date awarded May 4, 1972

Work started July 26, 1972

Per cent completed 96% Oct. 17, 1973
Date

No. of Workdays Allowed

No. of Workdays Used

No. of Added Workdays Requested

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
February 20, 1974

SUBJECT: Time Extension Request
Youngs Bay Bridge
Maintenance Painting
Contract No. 7737

To: H. S. Coulter, Assistant
State Highway Engineer

John A Bond

From: J. A. Bond
Construction Administration Engineer

B-G Paint Company, Contractor for the subject project, has requested the specified completion date be advanced from June 15, 1973, to October 1, 1973. The contract originally had a specified completion date of October 15, 1972, but a previous time extension request was granted to revise the specified completion to the June 1973 date. The extension was granted in December of 1972 and was based on delays associated with suspension of work orders, added work and environmental considerations.

The Contractor cites delays due to paint failing to meet specifications, a labor dispute, and a fire at the first paint manufacturer's plant. As paint was available from other suppliers, delay attributable to characteristics of the first paint is considered within the province of the Contractor's responsibility. Additional time should, however, be granted due to a 39-day labor dispute.

The fire at the first supplier's plant could be recognized as an additional delaying factor beyond the control of the Contractor. Even though he may have been about to change suppliers anyway, such an unforeseen happening would ordinarily be recognized as a bona fide reason I believe.

Current policy on bridge maintenance painting projects is to allow a 5-month period during the winter when no time charges are assessed. The State has revised the contract specifications of other projects to provide for this November through March dormant period but no adjustment of the specified completion date on this project has, as yet, been made to account for this dormant period. The contract was under a suspension of work order throughout this 5-month period during the 72-73 winter but an order to suspend work was not issued until November 26, 1973, for the current dormant period. As little meaningful work could be accomplished after October 22, a 35-day adjustment in the specified completion date would be equitable to allow for time assessed during this period.

FEB 22 1974
Office of
Assistant State Highway Engineer

Suspension of work was ordered during two holiday periods during the summer of 1973 amounting to nine days (but the Labor Day shutdown comes within the replacement paint delay recommended above).

On the basis of the above, the contractor could be granted a 102-1/2-day (rounded to 103) extension of time which would in effect revise the specified completion date to September 26, 1973. On this basis there would remain 60 days liquidated damages as of November 27, 1973, when the current suspension of work order became effective. This would amount to $4,500 at the $75 daily rate and would delete $7,725 in liquidated damages for 103 days. There is one to four weeks of work remaining to be completed when work resumes in the spring. The above would surely be very fair to this Contractor.

This is a "State Project" and does not require the concurrence of the FHWA.

Rough draft letter to the Contractor is attached.

JAB:WR:lb

Attachment

cc: Vince Gallagher

Youngs Bay Bridge Painting
Contract No. 7737

TIME ANALYSIS

	October 15, 1972	Specified Completion in Contract
13	June 15, 1973 to	Previously Extended Completion Date
	June 29, 1973 (Noon)	
	June 29, 1973 (Noon)	5-1/2 Days Ordered "Stop Work"- Holiday
15	through July 4, 1973	
	July 20, 1973 to	39 days Labor Dispute
	August 28, 1973	
	July 22, 1973	Burke Paint Plant Burned
	August 9, 1973	Carboline to be New Paint Supplier
	August 31, 1973 (Noon)	3-1/2 days Ordered "Stop Work"- Holiday
	through September 3, 1973	
32	September 20, 1973	Carboline Paint Arrived
	October 22, 1973	Last Work
	November 26, 1973	"Stop Work" Order Effective
60	DAYS LIQUIDATED DAMAGES REMAINING AFTER 2ND EXTENSION.	

7737

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. Klaboe
Administrator of Highways

October 3, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Falsework Status Report

Enclosed is one copy each of the falsework status reports for the following structures.

Columbia River (Astoria) Bridge, maintenance painting, Contract 7782
Fremont Bridge Superstructure, Stadium Freeway, Contract 7276
Siletz River (Kernville) Bridge, Contract 7577
Nestucca River (Pacific City) Bridge, Contract 7906
Coos Bay (McCullough) Bridge, Contract 7614
Youngs Bay Bridge Maintenance Painting, Contract 7737

All falsework on the Fremont Bridge project has been removed at the Swan Island site and the bridge site. This is the final falsework status report on this project. We will inform you when all work on the project has been completed.

Very truly yours,

Walter J. Hart
Bridge Engineer
By R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

RWE/ag
cc E. S. Hunter
C. T. Keasey
Att. Ed Hardt

RECEIVED
OCT 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7737

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 29, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Increase in Project Authorization**
Youngs Bay Bridge Painting
Contract No. 7737

An overrun of the project authorization on the subject project is expected. The original authorization was $85,388.38, and the present estimated cost of the project is $96,075.00, indicating an overrun of $10,686.62, or 12.5 percent. B-G Paint Company of Seattle is the contractor.

The main reason for the overrun is Price Agreement No. 2 in the amount of $10,000 which was to compensate the contractor for additional costs due to delays and expenses caused by environmental regulations recognized after the contract was awarded. This one Price Agreement amounts to about three times the available contingency amount.

I recommend that the project authorization be increased by $10,686.62 to a new total of $96,075.00, and your approval is requested. This is a state project.

This will be an item on the agenda for the July 10 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
V. L. Gallagher
Gareld Inloes
Gary Sund
JAB:fw ms

OK
HSC

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1973

SUBJECT: Youngs Bay Bridge Painting
Contract No. 7737
Request for Increase in Project Authorization

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

This maintenance painting contract held by B-G Paint Company is now 90 percent complete with an estimated completion date of July 1. The original authorization is $85,388.38, and a 12.5-percent overrun is now expected, or an additional $10,686.62. The contract originally had a completion date of October 15, 1972, but due to some early environmental problems, a related added Price Agreement, and stop work orders over holiday weekends and through the winter, a time extension to a new completion date of June 15, 1973 was approved last December. You will note the itemization of estimated costs shows an anticipated $1,200 credit on liquidated damages. This represent 16 days which would be subject to change by a second request for time extension, but the amount involved is not large enough to have a significant effect on the overall money picture on the contract when we are this close to completion.

The main reason for the money overrun is Price Agreement No. 2 in the amount of $10,000 which was to compensate the contractor for additional costs due to delays and expenses caused by environmental regulations recognized after the contract was awarded. This one price agreement amounts to about three times the available contingency figure. An overrun in engineering costs amounting to more than $5,000 is also expected. I note that the contractor has frequently worked on Saturdays and Sundays both last year and this when weather permitted.

Rough draft letter to the Highway Commission requesting an increase in funding is attached.

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

7737

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 27, 1973

Commander (OAN)
U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
E. S. HUNTER

Dear Sir:

Youngs Bay Maintenance Painting
Contract 7737
Resumption of Work

The contractor for the maintenance painting on the Youngs Bay Bridge will resume work on July 2, 1973. The attached status of falsework indicates his areas of activity.

The cable used as scaffolding will impair vertical clearance by the maximum of four feet during daylight hours only. At night the cable will be drawn up to the bottom chord of the truss.

High visibility flagging will be attached to the cable for benefit of boat operators in the area.

Monthly status reports will be submitted in the usual manner.

Very truly yours,

Walter J. Hart
Bridge Engineer

RWE/ag
Attach.
cc E. S. Hunter
C. O. Fredrickson
G. Inloes

RECEIVED
JUN 27 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7737

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Younge Bay Bridge　Date June 19, 1973

Highway Oregon Coast　Contract No. 7737

County Clatsop　Kind of Work Maint. Painting　Contractor B-G Paint Co.

	Authorized	Estimated
Contract Amount	74,275.00	74,275.00
Anticipated Items	300.00	0.00
Contingency (4½%)	3,355.88	10,000.00
Engineering	7,457.50	13,000.00
Credits Estimated Liquidated Damages	0.00	-1,200.00
PROJECT COST	$85,388.38	$96,075.00

NET INCREASE $ 10,686.62　or 12.52 %

STATE H[illegible] D BY [illegible] COMMISSION
DATE 7-10-73

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)		Expected Amount	Net Change
(U) PRICE AGREEMENT NO. 2: This agreement was written prior to commencement of work to compensate the contractor for environmental negotiations and delay.		10,000.00	$10,000.00
(A) ENGINEERING: This item has overrun due to the following reasons:			
1. Establish new Res. Engr. & Office	$1,000		
2. Contractor working long days, Sat. and Sun. & environmental delays.	3,500		
TOTAL ESTIMATE	$4,500	13,000.00	$ 5,542.50

Principal reasons for overruns (Continue on reverse side): Environmental negotiations caused a late starting date. Contractor working many hours of overtime including Sat. & Sun. Contractor has been granted an extended completion date of June 15, 1973 which he has overrun. Liquidated damages are being assessed.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by ______ Resident Engineer

Noted by ______ Construction ~~or Bridge~~ Engineer Adm.

Confirmed by ______ Division Engineer

Noted by ______ Deputy or State Highway Engineer

23760-734

7737

December 6, 1972

B-G Paint Company
16637 Marine View Drive, SW.
Seattle, WA 98116

Gentlemen:

The State Highway Division has considered your request to advance to June 15, 1973, the completion date of Contract No. 7737 for work on the Youngs Bay Bridge painting project in Clatsop County.

Careful consideration has been given to the reasons you submitted as well as other information pertaining to this project. In light of available facts, the Division has granted your request to advance the completion date of this project to June 15, 1973, without the assessment of liquidated damages.

In granting your request, allowances have been made for inclement weather that may be encountered during the spring of 1973 and for suspension of work during the 1973 Memorial Day weekend.

Very truly yours,

F. B. Klaboe
Deputy State Highway Engineer

cc C. W. Head
Tom Edwards
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H Young
V. L. Gallagher
J. B. Boyd
WRB:dh:smd ms

7737

December 6, 1972

To Oregon State Highway Commission

From F. B. Klaboe
Deputy State Highway Engineer

Subject Extension of Time, Contract No. 773~~9~~7
Youngs Bay Bridge, US101
Clatsop County

B-G Paint Company, contractor for the subject contract, has requested that the specified completion date for the work be advanced from October 15, 1972 to June 15, 1973 without assessment of liquidated damages.

The contractor cites a delay in commencing work due to having successfully bid other work after the April 27 letting and prior to being notified that as second low bidder he was being awarded the contract. A delay due to negotiations with the Department of Environmental Quality was also cited by the contractor.

Other work contracted by B-G Paint Company is not a valid cause for an extension as the contractor bid on other other work at the April 27 letting and made no stipulation that he would not accept more than one project. Negotiations regarding environmental questions did delay the work for 18 days.

Extra work added to the contract on a cost-versus-time basis entitles the contractor to a 22-day extension.

The Resident Engineer has ordered suspension of work on holiday weekends. This covers a total of 11 days. A stop work order was issued effective October 27, 1972 (11 days beyond the original specified completion date) that is to be rescinded on or before May 1, 1973.

Based on the above, the contractor is entitled to 40 days after the stop work order of October 27, 1972, is rescinded. Assuming work resumes on May 1, 1973, and four days are allowed for

(more)

suspension of work during the Memorial Day weekend, the additional time would expire on June 13, 1973. As the time being granted during the spring is not as conducive to painting as that lost during the summer and the actual date work will begin cannot be predicted with any degree of accuracy, the June 15, 1973 specified completion date requested by the contractor is reasonable.

I am therefore granting the contractor's request and advancing the completion date to June 15, 1973, without assessment of liquidated damages in accordance with authority given me by you.

This matter will be on the agenda for your concurrence at the December 12 meeting.

cc C. W. Head
George M. Baldwin
Tom Edwards
A. E. Johnson
W. J. Hart
V. E. Skoog
L. H. Young
Vince Gallagher
J. B. Boyd
Gary Ross
Gary Sund
WRB:ag ms

4-4222
AEJ

FORM 2-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 9, 1972
Salem, Oregon

SUBJECT: Time Extension Request
Youngs Bay Bridge Painting
Contract #7737

To: Walt Hart
BRIDGE ENGINEER

Attached is a formal request from Robert L. Grillo of B-G Paint Company requesting a June 15, 1973 completion date with a suspension of work to be in effect from October 27, 1972 to May 1, 1973. Supporting the request is a detailed analysis by Mr. Grillo.

Also attached is Resident Engineer, Gareld Inloes' October 27th letter of analysis. Mr. Inloes has done a very good job in documenting the basis for a 40-day extension. Of these 40 days, 26 arise from problems relating to the award period. The other 14 days were due to negotiations with the Department of Environmental Quality.

Another 22 days can be justified from the $10,000 Price Agreement #1, which amounts to 13% of the contract which, extended against the approximate 164 day period of the contract, would equal the additional 22 days.

Ordinarily, our non-calendar work day count for paint contracts ends on April 1st in the spring. The month of April is not as good a weather as the days lost by Mr. Grillo last year. If April is considered at a one-third rate, the 62 days that I have justified above would expire June 11, 1973. This is recommended by the undersigned with the understanding that there will be a suspension of work during the Memorial Week next year which will add another three or four days which will result in a June 15th completion date as requested by Mr. Grillo.

Also attached is a copy of Mr. Inloes' October 26th suspension of work.

Gerald W. Wimer
Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

40
22
4
66

GWW/sr

cc: Gareld Inloes
L. H. Young w/attach.

7-4222

FORM E-80 80M 3-68 48607

REGION 2 ENGINEER
RECEIVED
OCT 30 1972
☐ ☐ RCE ☐ RME ☐ RIE ☐ RCL
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Astoria, Oregon
27 October 72

To: G.W. Wimer
Regional Construction Engineer
Salem

SUBJECT: Request for extension of Time
Youngs Bay Bridge (Painting)
Contract No. 7737

On April 27, 1972 proposed bids were opened for subject project. The low bidder was revealed as Efrem - Western, Inc., Milwaukie, second low bidder, B-G Paint Co. Apparently Efrem - Western chose to accept the Charleston (S. Slough Bridge) to stay within their bonding capacity.

On May 4, 1972 the Commission sent B - G Paint Co. a letter of notification of award on the Youngs Bay Bridge. On May 9, 1972, the Contract was sent to B - G Paint Co. for their signature. I have no records of correspondence between B - G and the Commission during this period, but Mr. Grillo claims he signed the Contract on May 30, 1972. My records show that fully executed copies of the Contract were mailed to B - G on June 13, 1972. If consideration be given to these negotiations, from May 4, 1972 to May 30, 1972, 26 days could be allowed.

On July 11, 1972, Bob Grillo telephoned me inquiring about a pre-construction meeting. This was arranged and held in Salem on July 17, 1972. At this meeting he was asked to supply a design and estimate of additional costs to contain all sand from sandblasting operations. This design was started July 19 and completed July 24. Grillo started work July 26 installing signs and unloading sand and preparing for sandblast operations, through July 28. During this period Grillo was waiting for a decision from the D.E.Q. on shrouding requirements. On August 4, Grillo was given the O.K. to start sandblasting operations, without the use of shrouds. B - G started sandblasting August 6.

Considering normal work could have started July 19, but not allowed until August 4, it would seem that the contractor should be granted 17 days - (3 days work was performed) = 14 days.

Total possible days delayed = 40 DAYS

Assuming April 1 to be the end of the general winter season shut-down period, the above allowed days would result in a completion date on May 10. 1973. Granting Mr. Grillo's request for a shut-down to May 1, would mean June 9 as completion date.

I have given Mr. Grillo a shut-down order effective October 27, 1972, five days before normal Winter shut-down date, which would bring above completion date to June 4, 1973.

Considering the fact that Mr. Grillo has worked diligently through out the summer, working seven days per week and up to fourteen hours per day when possible, and the fact that he maybe effected by more rigid environmental requirements next construction season, I recommend his request of a new completion date of June 15, 1973 be granted.

In regards to the shut-down-order, I recommend that the order be rescinded on April 1, 1973, allowing the contractor to commence work and complete said project as early as weather might permit.

Gareld Inloes

Gareld Inloes

Resident Bridge Engineer

RECEIVED
NOV 13 1972
BRIDGE DIVISION

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7737 Contractor B-G Paint Company

Highway Oregon Coast

Section Youngs Bay Bridge

Kind of Work Maintenance Painting

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Advance completion date to June 15, 1973, due to time lost negotiating environmental questions, work suspensions and added work.

Recommended for Approval:

Division Engineer

R. W. Ellison
~~Construction Engineer or~~ Bridge Engineer
for

Johnson
State Highway Engineer

Contract No. 7737

Project designation State
State-Federal

Date awarded 4 May 1972

Work started 26 July 1972

Per cent completed 75% 26 Oct. 72
Date

Completion Date ~~No. of Workdays Allowed~~ 26 Oct. 72

No. of Workdays Used N.A.

Completion Date ~~No. of Added Workdays~~ Requested 15 June 73

SP*0206-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 10, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in Completion Date ~~the number of workdays from~~ ~~days to~~ ~~days~~, within which to complete our Contract No. 7737, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(See Enclouser)

Respectfully submitted,

B-G Paint Co.
Contractor

By Robert L Gullo

CONSENT OF SURETY

Date October 13, 19 72

We, United Pacific Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Arthur B. Comfort
Attorney-in-fact
Arthur B. Comfort, Jr.

George H Fleming
Resident Agent
George H. Fleming

(SEAL)

On April 27 the Youngs Bay Proposal was opened and I was the second low bidder. Second however only because of an error on my part. Not expecting to be awarded a contract from Oregon I continued bidding on other projects. On May 3rd I was the successful bidder and was awarded a contract from the State of Washington. On May 4th the State of Oregon awarded to me the Youngs Bay contract. After an unsuccessful attempt on my part to get out of the Youngs Bay contract, I signed the same on May 30th. Due to my having to complete the Washington obligation I was unable to start the Youngs Bay project until July 19th. However at that time and until Aug. 5th a total of 17 days were lost towards production of the contract due to delays relating to the enviorment and th D.E.Q. Because of days lost during the middle of summer is not comparble to days in late fall or early spring I am requesting a shut down effective Oct. 27, 1972 to May 1, 1973 and a new completion date of June 15, 1973

B-G Paint Co.
By Robert L Grillo

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7737

November 1, 1972

Commander (oan)
U. S. Coast Guard
618 Second Avenue
Seattle, Washington 98104

NOTED
A. E. JOHNSON

Dear Sir:

Falsework Status Reports

Enclosed is one copy each of the falsework status reports for the following structures:

Coos Bay (McCullough) Bridge Maintenance Painting, Contract 7614
Eastside (Isthmus Slough) Bridge Maintenance Painting, Contract 7610
Youngs Bay Bridge Maintenance Painting, Contract 7737

Work on all three of these structures has been shut down for the winter because of inclement weather. It is anticipated that work will resume about May, 1973. No further monthly status reports will be submitted until the actual resumption of work.

Please note that no impaired clearances exist at either the McCullough or Isthmus Slough Bridges. At the Youngs Bay Bridge cables used to support work planks remain in place and cause a six-inch impairment of the vertical navigation clearance in the lift span.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED
By R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/ag
Attachs.
cc A. E. Johnson
A. A. Rear
R. N. Bothman
J. Versteeg
E. Ash

RECEIVED
NOV 2 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY. ENGR.
OCT 3 '72
REFER TO
FOR

S

7737

October 3, 1972

Ms. Nancy de Mers
and Ms. Karen Grunklee
4525 Twain Avenue, No. 34
San Diego, California 92120

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
J. B. Boyd (enc.)
Garell Inloes "

Ladies:

614

Reference is made to your September 18 letter concerning paint damage to your vehicle near the Youngs Bay Bridge in Oregon. Damage of this nature which is the result of painting activities is the direct responsibility of the painting contractor doing the work for the State.

Our records indicate that the contractor on the Youngs Bay Bridge was not applying white paint but used a light greenish gray and a gray inorganic zinc paint during the day you crossed the structure. If this is the type of paint on your car, I suggest you send the contractor and his surety an estimate of the damages.

The contractor is B-G Paint Company, 16637 Marine Drive S. W., Seattle, Washington 98166 (Contract No. 7737) and the contractor's surety company is United Pacific Insurance Company, P. O. Box 1212, Tacoma, Washington 98401.

Please contact this office if you have additional questions regarding this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

cc/enc. B-G Paint Co.
United Pacific
Insurance Company

RJW:dh:ag/AEJ:ja

REFERRED TO
Admin
BY SECRETARY

RECEIVED
STATE HWY ENGR
SEP 22 '72
REFER TO

FOR

Info	Answ	R/D	D/R	Sign	Act	File

4525 Twain Ave. #34
San Diego Calif 92120
Sept. 18, 1972

State Highway Division
Salem, Oregon

Sirs:

This letter concerns damage sustained to our Dodge Van September 11, 1972. We were driving South <on 101>; had crossed the Bridge over the Columbia River; paid the toll, then continued south; by passing Astoria. Within 1 mile of paying our Toll we crossed another bridge - The bridge cautioned us to watch for maintenance personnel as they were painting. We passed without incident and continued to Lincoln City. When we stopped we were appalled to discover white paint splattered the length of the Van on the Right side. The following day continuing south on 101 we looked without success for a highway division station, or a state policeman who was stopped that we could speak with. At the border between Calif and Oregon we again made efforts to locate some authoreties only to learn there were none.

At this time we are uncertain just what should be done. We must have the Van repaired and this must be done without incurring further damages to it. Could you advise us what the policy the State of Oregon follows in such cases? We are anxious to settle this problem. We had, otherwise a perfectly wonderful trip in Oregon, and we feel this problem should be solved shortly. Thank-you.

Sincerely,
Nancy de Mers
and
Karen Grunblee

Should you desire to reach us per phone:
Home 1-714-281-0770
WORK 1-714-236-3611

RECEIVED
SEP 22 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
SEP 26 1972
BRIDGE DIVISION

RECEIVED
SEP 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible] 1972
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 10, 1972

U. S. Coast Guard
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Attention Mr. J. E. Shields

Gentlemen:

Youngs Bay Bridge, US 101
Clatsop County
Maintenance Painting, Contract 7737

Our negotiations with the DEQ regarding environmental aspects of the subject project were completed the first of this week. As I reported to you by telephone, the contractor has started the maintenance painting work.

The attached monthly statement of status of falsework indicates the work to be done during the month of August. There will be no impairment of navigational clearances during this period. However, it is anticipated that some hanging scaffolding will be required for use of the workmen. This scaffolding will impair the navigational clearances approximately five feet vertically and reduce the horizontal clearance by approximately four feet. Notations regarding use of such scaffolding will be included on future status reports.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachment

cc A. E. Johnson
R. N. Bothman
A. A. Rear
J. B. Boyd
Loren Weber

RECEIVED
AUG 1972

[illegible]

4-4222

7737

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1972

To: MEMO TO THE FILES

SUBJECT: Contractor Negotiations
Painting Contract 7737
Youngs Bay Bridge

On August 4 the following personnel met in Mr. F. B. Klaboe's Office to discuss the B.&G. Painting Contract at Youngs Bay Bridge. Those present were: Mr. F. B. Klaboe, Deputy State Highway Engineer; Mr. Robert Ellison, Bridge Administrative Engineer; Frank McKinney, Assistant Attorney General; Mr. Robert Grillo, Owner, B.&G. Painters; Mr. Jenkins, Foreman for B.&G. Painters; and J. B. Boyd.

NOTED
F. B. KLABOE

Mr. Grillo was trying to meet the noon deadline, written by myself, insofar as his choices of alternatives on the painting contract. His offer was for $10,000 additional cost and for this he would continue on with the contract, absorb all the out-of-pocket costs caused by the environmental considerations and the additional costs entailed by possible Department of Environmental Quality rulings. The alternative with the cancelling of the contract would result in considerable cost, approximately in the amount of $16,000 by Mr. Grillo's figures with absolutely no benefits and the need for moving or disposal of considerable quantities of sand.

Mr. Klaboe decided after studying all the aspects of the situation to continue with the contract, signing a price agreement for $10,000 that would settle all claims to date and in the future regarding the problems of this contract. He also agreed to consider the extension of time, if required, on the merits of the problems of this particular contract. Mr. Robert Ellison was to write the price agreement and have it signed by 2:00 this afternoon by Mr. Klaboe so that Mr. Grillo and B.&G. Painters could immediately begin to accomplish the work intended on this contract.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc
cc: F. B. Klaboe ✓
Walt Hart
Gary Inloes

RECEIVED
AUG 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7737

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE August 4, 1972

TO Mr. J. B. Boyd
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Youngs Bay Bridge Maintenance Painting
Oregon Coast Highway
Contract 7737
Price Agreement No. 1

NOTED
A. E. JOHNSON

During our meeting today with B-G Paint Co., contractor for the subject project, the contractor offered to continue work on the contract if granted an additional $10,000 to compensate them for delays to date due to environmental considerations and requirements and the possibility of environmental protection requirements being imposed on the project in the future.

A price agreement to cover this item has been written and is enclosed. Please obtain the Resident Engineer's signature, affix your signature and return the price agreement to this office. A copy of the price agreement is enclosed for your records also.

RWE:dh
Enclosures

cc A. E. Johnson
L. H. Young
R. J. Wright

RECEIVED
AUG 7 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

7737

July 31, 1972

Department of Environmental Quality
Terminal Sales Building
1234 S. W. Morrison Street
Portland, OR 97205

587

Attention Mr. Kenneth H. Spies
Deputy Director

Gentlemen:

Bridge Painting
Antipollution Rigging

In our meeting Tuesday, July 25, mention was made of the approximate cost to provide special rigging and enclosures for antipollution control during painting of the Youngs Bay and Astoria Bridges. Listed below for your information are the basic contract costs for the bridge painting plus the additional cost for the enclosure system:

Astoria Bridge

Contract amount	$242,529
Enclosure for sandblasting and prime painting	131,745
Enclosure for remainder of painting required	52,530

Youngs Bay Bridge

Contract amount	$ 74,275
Enclosure system for total paint operation	74,880

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

WJH:dh ja

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
J. B. Boyd
Gareld Inloes

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1972

SUBJECT: Astoria Bridge Painting

To: A. E. Johnson
ASST. STATE HIGHWAY ENGINEER

Russell Fetrow, Eugene District Engineer for the Dept. of Environmental Quality Control, on July 20th suggests his Portland Office be advised in writing of the price tag David Satkin of Lundeen Coatings quotes for the special anti-pollution rigging. The total figure was $184,275, as compared to the basic price of $242,529 quoted for the specified contract work. This is a 76% increase.

Gerald W. Wimer

Gerald W. Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/ser

cc: Walt Hart
Gary Inloes

RECEIVED
JUL 27 1972
BRIDGE DIVISION

RECEIVED
JUL 26 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

FORM 2-36 (REV. 10-60)

FOR FILING

7-7

4-4222

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1972

To: Memo To The Files

SUBJECT: Maintenance Painting Project
Youngs Bay Bridge
Oregon Coast Hwy.
Contract #7737

The problems of the requirements of the Department of Environmental Quality pertaining to this contract have been considerable. The main question is whether shrouding would be required. On 7-26-72 Mr. A. E. Johnson phoned and indicated that the contractor had two alternatives: (1) Proceed with the painting. Any shrouding required by the DQ would be his responsibility. (2) Give up the contract; we pay his out-of-pocket cost, but no anticipated profits. We tried both on 7-26-72 and throughout Thursday 7-27-72 to contact Mr. Grillo of B & G Painters, with no success. Contact was finally made with Mr. Grillo 8:00AM, 7-28-72. At this time he was given the two alternatives and he indicated that he had been to DQ and still had received no answer. He was not sure what he would do. It is my opinion that we have got to give Mr. Grillo a reasonable time, and because Mr. Al Rear is meeting with DQ next Thursday at Astoria, it has been decided that 12:00 Friday, August 4th, his decision will have to be made as to which alternative he is to proceed with. A letter to this effect is being transmitted to Mr. Grillo in order to document this entire proceedings.

NOTED
A. E. JOHNSON

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/sr

cc: A. E. Johnson ✓
Walt Hart
Loren Weber
Job Site - Astoria

REGION 2 ENGINEER
RECEIVED
JUL 28 1972

☐ RE	☐ RCE	☐ RME	☐ RTE	☐ HOE
☐ ULE	☐ GEO	☐ TA	☐ FILE	☐

RECEIVED
JUL 31 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1972
FOR FILING

7737

June 13, 1972

B-G Paint Company
16637 Marine View Drive, S. W.
Seattle, Washington 98166

Gentlemen

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7737 for maintenance painting on the Youngs Bay Bridge of the Oregon Coast Highway in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Loren Weber

RECEIVED
[illegible] 1972
FOR FILING

7-737

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE June 9, 1972

TO Memorandum to the Files

FROM R.W. Ellison
R. W. Ellison
Bridge Administration Engineer

SUBJECT Youngs Bay Maintenance Painting

Floyd Query informed me this date that the D-G Painting Company has accepted the contract for maintenance painting of the Youngs Bay Bridge.

This company had originally refused to sign the contract claiming a patent error. Our investigation did not confirm a patent error and the contractor was informed that he would be required to forfeit his bid bond. In lieu of forfeiting same, the contractor has elected to accept the contract.

RWE/ag

cc A. E. Johnson
L. H. Young
F. Query
C. G. Swenson
A. A. Rear
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
JUN 1 [illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

May 19, 1972

CERTIFIED MAIL

Mr. Robert Grillo
B. G. Paint Company
16637 Marine View Drive, SW
Seattle, Washington 98166

Re: Award of Highway Contract No. 7737
Painting -- Young's Bay Bridge

Gentlemen:

Pursuant to your submission of a bid proposal for the maintenance painting of Young's Bay Bridge, the Oregon Highway Commission on May 4, 1972 awarded you Highway Contract No. 7737 to perform such painting for your bid price of $74,275.

I am now informed you have refused to accept or sign the formal contract documents, or perform the work in accordnace with your bid proposal.

As counsel for the Oregon Highway Commission, and pursuant to its instructions, demand is herewith being made upon you, and United Pacific Insurance Co., for 10% of the total amount of your proposal of $74,275, to wit: the sum of $7,427.50.

Failure to receive such sum within the next ten days will necessitate our instituting legal proceedings to collect the same.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel
Oregon Highway Commission

LIL:sd

cc: United Pacific Insurance Co.
c/o Comfort & Fleming

Ellouise Buchanan, Attorney -in-fact

REFERRED

TO Leonard -

~~FOR~~ commission

F. C. McKINNEY

authorized suit to collect
bid bond against B-G
Paint Co. — Our est.
70,000 + their bid $74,275.

Low bidder ~~claimed [illegible]~~
could only take
1 contract so was offered the
one in Coos (& firm couldn't
perform that one either)

Bids Rec. 4-27-72
awarded 5-4-72

(4) CLATSOP COUNTY: Youngs Bay Bridge on the Oregon Coast Highway at Astoria. State Project. Maintenance painting.

Efrem-Western, Inc., Milwaukie*	$ 50,490.00
B-G Paint Company, Seattle, Washington	74,275.00
Albert Dierickx Company, Inc., Portland**	78,826.00
Adhesive Engineering Company, San Carlos, California	116,000.00

$ 74275

* Bidder will not accept award of contracts totaling more than $51,000 at this letting, nor will not accept award of more than one contract at this letting.

** Bidder will not accept award of contracts totaling more than $333,534 at this letting.

AWARDED TO SECOND LOW BIDDER. (Contract No. 7737)

(5) COOS COUNTY: Charleston (S. Slough Bridge) on the Cape Arago Highway near Charleston. State Project. Maintenance painting.

Efrem-Western, Inc., Milwaukie*	$ 25,480.00
Albert Dierickx Company, Inc., Portland**	56,724.00
Adhesive Engineering Company, San Carlos, California	71,100.00
B-G Paint Company, Seattle, Washington	117,900.00

Took Bids

* Bidder will not accept award of contracts totaling more than $51,000 at this letting, nor will accept award of more than one contract at this letting.

** Bidder will not accept award of contracts totaling more than $333,534 at this letting.

AWARDED TO LOW BIDDER. (Contract No. 7738)

(6) JACKSON COUNTY: 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Phoenix. FAP No. F-157(13). 0.55 mile of grading and paving.

M. C. Lininger & Sons, Inc., Medford	$ 163,635.00
Ausland Construction Co., Grants Pass	193,043.00

The Commission authorized the Administrator of Highways to award the contract to the low bidder as soon as the Federal Highway Administration and the City of Phoenix approve the project and the City deposits $12,750. (Contract No. 7739)

Bids submi^{tt}d 4-27-72

Efrem-Western Inc.	$50,490
B-G. Paint Co.	74.275
Albert Diericks Co.	78.826
Adhesive Engrg	116,000

Awarded to B-G as Efrem would accept
Only 1 job & was awarded contract 7738.
Diericks phoned 5-11, will take the job if B-G doesn't
F.G.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 11, 1972

B-C Paint Company
16637 Marine View Dr. S.W.
Seattle, Washington 98166

Gentlemen:

This morning we received your letter dated May 9 in which you stated that you wish to be released from your bid in the amount of $74,275 on Contract No. 7737 for painting the Youngs Bay Bridge near Astoria. With your letter you submitted seven work sheets explaining the error that you claim.

Your letter and the sheets attached to it are being forwarded to the office of the State Highway Administrator for further study. When a decision has been reached, we will let you know.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr

Tom Edwards
bc ~~George M. Baldwin~~

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

16637 M[illegible]ine View Dr. S.W.
Seattle, Wash.98166

B-G PAINT CO.

May 9, 1972

Mr. Floyd Query
Oregon State Highway Commission, Secretary

Subject: State Highway Contract No. 7737,(Youngs Bay Bridge)

Dear Sir:

On April 27, 1972 my company B-G Paint Co. submitted bids to The Oregon State Highway Commission on two projects for maintenance painting. The Youngs Bay Bridge and The Charleston (South Slough Bridge). A mistake was made in filling out the Bid Schedule page on both proposals. The figures and Bid amonnts were inadvertently copied down on the opposite proposals. Where as the Youngs Bay Bridge proposal should have read 117,900 dollars and the South Slough Bridge proposal 74,275 dollars, they instead were copied just the opposite. Because of this and subsequently being awarded Contract No. 7737, I would like to be released from any and all obligations pertaining to this Contract including forfiture of my bid bond.

The following enclosurers are being submitted for your inspection.

Youngs Bay Bridge

1. This page shows where I measurdd the various parts and beams along with the number to determine the Sq. Footage.
2. This page shows total Sq. Footage.
3. This page has the figures for two different methods of figureing my bid. In the center left shows where I multiplied total footage (82,600) times 1.50 dollars. The right side of the page shows mandays (350) times 110. dollars to determine labor cost (38,500) dollars. Center bottom shows entire job cost except profit and insurance. Bottom right shows job cost times 30% profit plus insurance cost (4000) dollars for a total of 111,900 dollars. Between these two methods Sq. ft. (123,900) dollars and mandays (111,900) dollars I split the difference to come up with 117,900 dollars for the Youngs Bay Bridge.
4. Bid schedule from my copy of the specification.

Charleston (South Slough Bridge)

5. This page shows the only method I used for this bridge. Mandays for different parts and different phases of the zinc system to determine labor cost.
6. This page shows total cost plus 30% profit plus insurance for my final bid of 74,275 dollars for the South Slough Bridge.
7. Bid schedule from my copy of the specification.

Very truly yours,
Robert L Grillo
Robert L. Grillo dba
B-G Paint Co.

Enclosurer No. 1

Days

14

2 Per Tower not counting house

[illegible]

Houses 40x10 x [illegible] x 40

Protect Aluminum Emplacement
" Windows

[illegible] ?

[illegible] 15ft Bays

7'6" Stringers [illegible] around

(80) 10.5 sq ft [illegible]

(14) 3'6" x 4' Panels 2 Panels on Bay

100 [illegible] Wind Braces

(40) 15 ft [illegible]

(40) 25' Diagonals " "

(160) 50 sq ft plates

[illegible] Tower legs 100' ht [illegible]

2450 [illegible] 1522

Enclosurer No. 2

Special Provisions

Subject to such revision as may be made in accordance with provisions stated in the Preface hereto, the provisions stated on the sheets inserted between printed pages 6 and 7 hereof are the Special Provisions which will be incorporated in and made a part of any contract that may be awarded for the work on the basis of a proposal received at the time and place stated herein under the heading "Description of Work and Time and Place of Receiving Proposals."

Stringers	14,000 sqft
Cords	8,400
Girders	9,400
WindBraces	2,000
Posts	4,200
Diagonols	6,000
Plates	6,400
Legs	7,800
Houses	3,000
Towers	22,000
	82,600 sqft

Closurer No. 3

100
50
5000

150
40
6000

100
40
[illegible]

14
10
[illegible]

700
5
[illegible]

40
10
400
400
100
100
1000

44
[illegible]

30,000
1.50
[illegible]

4

5

6

Enclosurer No. 4

Youngs Bay Bridge
Maintenance Painting

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Special Public Liability and Property Damage Insurance For Five Thousand	All Specified Lump Sum		$5,000.00
2.	Clean and Paint Youngs Bay Bridge For 112,900	All Specified Lump Sum		$112,900.00

Total Amount of Bid $ 117,900.00

Enclosurer No. 5

Blast Days
Each side 17
" 17
Center 17
Go Rail 4
45 [illegible] 14

Paint Wash 9
" 1st F. 12
" 2nd F 15
Foremen 9
45

Bottom 32 Blast Days
Paint Wash 4
" 1st F. 6
" 2nd F. 6
Foremen ~~Fet~~ [illegible] 16
3
67

White Hnd Rail & House $1500.

55 Blast
[illegible] [illegible] tender & Foremen
10 [illegible] & Demolit
45 Paint
67 Bottom
10 Misc
215
[illegible]0
64[illegible]0
215
87,[illegible]50 Labor

Paint Zinc 150 gals
Wash 100 gals
1st F. 200
2nd F. 200
Sand [illegible]
Comp. [illegible]
[illegible]
[illegible] 920
[illegible] 11000
Comfort ?

Enclosurer No. 6

[illegible]	[illegible]
[illegible]	4,[illegible]
[illegible]	4,[illegible]
[illegible]	[illegible]
[illegible]	6,000
Com[illegible]	4,400
[illegible]	1,[illegible]
[illegible]	6,000
[illegible]	6,[illegible]
[illegible]	1,000
[illegible]	[illegible]
[illegible]	[illegible]
	75,450
	[illegible]
	76,[illegible]
	[illegible]
	79,975
	[illegible]
	74,975

Enclosurer No.7

Charleston (South Slough) Bridge
Maintenance Painting

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Special Public Liability and Property Damage Insurance For 3,000.00	All Specified Lump Sum		$ 3000.00
2.	Clean and Paint South Slough Bridge For	All Specified Lump Sum		$ 71,225.00

Total Amount of Bid $ 74,275.00

RECEIVED

MGH

OREGON STATE
HIGHWAY DIVISION

7737

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 15, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT

On April 27, the State received bids for the painting of the Youngs Bay Bridge near Astoria.

Efrem-Western, Inc., was the low bidder on this job, but due to the fact that they had made a reservation that they would accept only one job, it was recommended that the B-G Paint Company of Seattle, who was the second low bidder, should be awarded the job. The B-G Paint Company has refused to sign the contract, claiming a patent or obvious error in their work papers covering their estimating of the contract. It does not appear to us that their error is either patent or obvious.

The amount bid was $74,257, and the engineer's estimate was $70,600. It is my recommendation that the job be readvertised for contract and that the necessary steps be taken to ensure that the bidders bond be forfeited to the State.

LHY:dg

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
L. H. Young
W. J. Hart
V. E. Skoog

5-16
sent data to [illegible]
6-7-72
B-G signed contract & sent it to us for execution.

NOTED
FLOYD QUERY

FOR FILING

7737

May 4, 1972

B-G Paint Company
16637 Marine View Drive, S. W.
Seattle, Washington 98166

Gentlemen:

The State Highway Commission today awarded to you State Highway Contract No. 7737 in the amount of $74,275 on the Youngs Bay Bridge Section of the Oregon Coast Highway at Astoria in Clatsop County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. B. Boyd
Loren Weber

[illegible]

7757

DATE March 28, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
   Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
   Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
   Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Reedway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section,
Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574
(Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis &
Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Meander) Bridge Section, Little
Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

1859

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 ° 1634 S.W. ALDER ST. ° PORTLAND, OREGON ° 97208 ° Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

7737

March 21, 1972

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson
IT

RECEIVED
MAR 22 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File
Return To ________
Bring Up ___/___/___
Other________

NOTED
F. Q. KLASCO

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

cc: ~~E.S. Hunter~~
L.H. Young
W.J. Hart (4)
C.G. Swenson
W. H. Tebeau
F.E. Terpin (4)
L. W. Rulien (2)
J.H. Versteeg (2)
J. B. Boyd (4)

This is in reply to your letter of February 24, 1972, regarding the preliminary plans for the following projects:

1. S. E. Foster Road - S. E. Causey Avenue Section
East Portland Freeway, Multnomah and Clackamas Counties
2. Newmark Street - S. City Limits (North Bend)
City Street, Coos County
3. Columbia River (Astoria) Bridge
Oregon Coast Highway, Clatsop County
4. Youngs Bay Bridge
Oregon Coast Highway, Clatsop County

NOTED
E. S. HUNTER

We have received a copy of the letter to your office dated February 29, 1972, from Burt Carnegie of the Fish Commission of Oregon. We concur in their comments, and especially in their remarks regarding the Johnson Creek channel change, contained in the letter on this phase submitted to Mr. Victor Wolfe on February 2, 1972.

Thank you for the opportunity to comment.

Very truly yours,

R. O. Koski
R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 22 1972
OFFICE OF
[illegible]

3-22-72
REFERRED TO
Schnacke - Hall - Young
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

STATE OF OREGON
1859

77-1

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

February 29, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Hall
A. Olson
Terpin
[illegible]
Swenson
R. Olson
K

RECEIVED
MAR 1 - 1972
DESIGN
SECTION

Return To
Bring Up
Other

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter of February 24, 1972 have been reviewed.

CC: E.S.Hunter
L.H.Young
W.J.Hart (4)
C.G.Swenson
W.H.Tebeau
F.E.Terpin (4)
L.W.Rulien (2)
J.H.Versteeg (2)
J.B.Boyd (4)

1. S. E. Foster Road - Causey Avenue Section, East Portland Freeway.

   Please refer to our fishery recommendations on the Johnson Creek crossing in our letter to Mr. Victor Wolfe dated February 2, 1972. We noted also in the preliminary plans submitted that there is a large expanse of concrete bank along the channel change that might be minimized by steeping the slopes.

2. Newmark St. - S. City Limits (North Bend), Coos County

3. Columbia River (Astoria) Bridge, Painting

4. Youngs Bay Bridge, Painting

We anticipate no fishery conflicts on numbers 2, 3 and 4 above providing water quality standards are maintained.

NOTED
E. S. HUNTER

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc Oregon Game Commission

Enclosure

RECEIVED
MAR 1972

4457

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING ◦ SALEM, OREGON ◦ 97310 ◦ ~~Phone 364-2171~~

February 24, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Gentlemen:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting April 27, 1972.

1. S.E. Foster Road-S.E. Causey Avenue Section
   East Portland Freeway, Multnomah and Clackamas Counties
2. Newmark St.-S. City Limits (North Bend) Section
   City Street, Coos County
3. Columbia River (Astoria) Bridge
   Oregon Coast Highway, Clatsop County
4. Youngs Bay Bridge
   Oregon Coast Highway, Clatsop County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

for Frank L. Hall
Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (4)
L. W. Rulieh (2)
J. H. Versteeg (2)
J. B. Boyd (4)

NOTED
E. S. HUNTER

Enclos.

RECEIVED FOR FILING
1859
1737

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone 364-2171~~

February 24, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Gentlemen:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting April 27, 1972.

1. S.E. Foster Road-S.E. Causey Avenue Section
   East Portland Freeway, Multnomah and Clackamas Counties

2. Newmark St.-S. City Limits (North Bend)
   City Street, Coos County

3. Columbia River (Astoria) Bridge
   Oregon Coast Highway, Clatsop County

4. Youngs Bay Bridge
   Oregon Coast Highway, Clatsop County

Your special attention and recommendations will be appreciated.

Yours very truly,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
DONALD L. TROUT

for Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
W. J. Hart (4)
C. G. Swenson
W. H. Tebeau
F. L. Terpin (4)
L. W. Rulien (2)
J. H. Versteeg (2)
J. B. Boyd (4)

Enclos.

7739 5th Street-Oak Street (Phoenix) 1972
Sec., of Rogue Valley Hwy.
(Grading and paving)

7739

December 21, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $4,300 will be made to M. C. Lininger & Sons, Inc., on Contract No. 7739 for work on the 5th St.-Oak St. Section in Phoenix of the Rogue Valley Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $160,348.29, including the post-final payment. Of the total, $1,957.69 is for force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

js
cc: M. C. Lininger & Sons, Inc.
Box 1145
Medford, OR 97501

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
A. Shirley

7731

STATE COPY

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 5	COUNTY Jackson	DIVISION Oregon
DATE OF REPORT 12/12/73	REPORT MADE BY W. H. Kappus, Ass't Area Engineer		PROJECT NO. F-157(13)
COMPLETION DATE 10/20/72	ACCEPTANCE DATE BY CONTRACT AGENCY 11/28/72	TIME ELAPSED 100 %	CONTRACT TIME 100 days

APPROVED EXTENSIONS 43

LOCATION On the Rogue Valley Highway between 5th Street and Oak Street, Phoenix, Oregon

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT
DEC 27 1973
REGIONAL OFFICE

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FIFTH STREET-OAK STREET (PHOENIX) SECTION
ROGUE VALLEY HIGHWAY

This project provided for the reconstruction of the southbound lanes of the one-way couplet on the Rogue Valley Highway (US 99) in Phoenix, Oregon. A 44-foot curbed street section of two 12-foot travel lanes and a 10-foot parking area was constructed.

Contract Time

The work on this project was completed October 20, 1972. A 43 day time extension was approved bringing the total contract time to 143 days.

Overruns and Underruns

The total contract underran by 8.8%. This underrun was due mainly to a 66.8% underrun in anticipated flagging costs. Most of the traffic control on this project was handled by signing and delineation.

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

12-28-73
a/ Const.
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE Original Signed by T. P. LOWE ~~T. P. Lowe~~		SIGNATURE Original signed by G. K. Hossner ~~G. K. Hossner~~ Dist. Engineer	
TITLE ~~Area Engineer~~	DATE ~~12/12/73~~	TITLE ~~District Engineer~~	DATE DEC 27 1973

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7739

November 21, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Request for Time Extension
5th St.-Oak St. (Phoenix) Section
Rogue Valley Highway
Contract No. 7739

M. C. Lininger and Sons, Inc., contractor on this project, has requested a 42-day extension of the contract time based entirely on utility conflicts and resulting delays. Bids were opened on this project April 27, 1972, with two bidders. The project was completed October 20, 1972, with 43 days liquidated damages accrued at $100 per day for a total of $4,300.

This was an urban widening project 0.55 mile in length, including construction of curbs and walks and extensive storm sewer improvement. Major utility relocations had been made before the contract work started; but even with all this advance work, repeated conflicts were encountered, mainly in the storm sewer installation.

I have granted a 43-day extension of time which will delete all liquidated damages. This was a Federal-aid Primary project and we have the concurrence of the Federal Highway Administration.

This matter will be included in the report on time extensions on the agenda for your information at the December 19 meeting.

bc: Cecil Head
George Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. [illegible]sey
Alfred Shirley, Jr.
V. L. Gallagher

Gary Sund
R. E. Whipps

JAB:fw cm

November 21, 1973

M. C. Lininger and Sons
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

We have considered your request for a 42-day extension of the contract time on Contract No. 7739 for work on the 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Jackson County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, a 43-day extension is granted which will delete all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: Cecil Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
Bill E. Brown
V. L. Gallagher

FW cm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7739 Contractor M. C. Lininger & Sons, Inc.

Highway Rogue Valley

Section 5th St.-Oak St. (Phoenix)

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 43 days extension for unanticipated utility conflicts during grading and drainage work.

Recommended for Approval:

J. X. Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7739

Project designation F-157(13)
State-Federal

Date awarded May 5, 1972

Work started 5-22-72

Per cent completed 100% 10-20-72
Date

No. of Workdays Allowed 100 Cal. Workdays

No. of Workdays Used 142

No. of Added Workdays Requested 42

SP 8206-734

E-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 24, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 100 days to 142 days, within which to complete our Contract No. 7739, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached

Respectfully submitted,

M. C. Lininger & Sons, Inc.
Contractor

By Rodney B. Miller
Rodney B. Miller

CONSENT OF SURETY

Date April 25, 1973, 19

We, UNITED PACIFIC INSURANCE COMPANY of Tacoma, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

H. T. Duren
H. T. Duren, Attorney-in-fact

(SEAL)

Resident Agent

By Ethel W

M. C. LININGER & SONS, INC.

General Contractors

P. O. BOX 1145 MEDFORD, OREGON 97501

REQUEST FOR TIME EXTENSION

5th St. - Oak St. (Phoenix)

Utilities such as gas, water, and telephone lines, telephone poles, water meters were always in a location not as shown on the plans. Only a small backhoe could be used and in some cases hand excavation due to the many utilities interfering. Due to all the interference we were only able to use one utility crew.

Being a main downtown street and having to keep it open to traffic, only one side could be excavated at a time and this side had to be completed through the paving prior to commencing the other side.

The last telephone pole was moved on October 11, 1972 and the last fire hydrant moved October 13, 1972. The project was completed on October 20, 1972.

7739

November 15, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM

L. H. Young
Office Engineer

Federal-aid Project
No. F-157(13)

SUBJECT Request Federal-aid Project Acceptance

Contract 7739, Work Completed October 20, 1972

Project 5th Street-Oak Street (Phoenix)

Highway Rogue Valley

County Jackson

Acceptance: Oregon Transportation Commission November 28, 1972

Federal Highway Administration May 4, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

cc: F. R. Griffin

BMW:pr

7704

S

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 12, 1973

In reply refer to: 10-35-B3

SUBJECT: Oregon Project F-157(13)
Fifthe Street-Oak Street (Phoenix) Section
Rogue Valley Highway

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur with the 43 day time extension as recommended and explained in Mr. Coulter's November 8, 1973 letter.

G.K. Hosner
for G. L. Green

RECEIVED
NOV 16 1973
Office of
Assistant State Highway Engineer

11-16-73
[illegible]

RECEIVED
STATE HWY ENGR
NOV 15 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.G.COULTER

7739

November 8, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Fifth Street-Oak Street (Phoenix) Section
Rogue Valley Highway
Oregon Project F-157(13), Contract 7739

Your August 15 response to our request for concurrence on a 43-day time extension requests further justification.

You will note that the contractor started work on May 22, only two days after the contract time count started. The chronological list of conflicts and other pertinent events throughout the contract starts with an item on May 24, two days after work started and ends with an item on September 29, twenty-two days after the contract time allowed had elapsed. Between these dates, there were at least twenty-one separate instances of unanticipated utility conflict or delays from doing work not indicated on the plans. These are marked on the attached four-page chronological list and would not ordinarily be anticipated on a project with only 100 days allowed. The project required mostly sequential work with curbs, storm drainage, grading, surfacing and paving--all to be performed within a 1.25-mile length under traffic with many traffic-oriented businesses adjacent which had to be kept accessible.

Attached are three pictures recently supplied by the Resident Engineer which show typical grading conflicts and operations. Please also note that the 33 days of delay tabulated are actual work days which should be expanded by 7/5ths to convert to calendar days, as the contract time is expressed, or to 46 days.

We ask your reconsideration of our request for concurrence in a 43-day time extension on this project.

JAB:lb ia

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

DATE	REVIEW OF NON-ANTICIPATED CONFLICT	APPROX. TIME DELAY
Mon 6/5	Contractor encountered 1½" water line sta. 30+25 and 1¼" gas line at 30+50 in trench for 15" storm sewer. City water man spent 3 hours adjusting water line . Sage Pipeline man spent 4 hours adjusting gas line. Contractor had to shift operations to 12" storm sewer crossing at Sta. 32+60 in order to continue work.	3/4 day
Tue 6/6	6" sanitary service line encountered in 15" storm sewer trench at Sta. 32+16. After City Engineer representative arrived, it was decided to plug this service connection.	1/2 day
Wed 6/7	Sage Pipeline man adjusting 1" gas service line encountered in 12" storm sewer trench left Sta. 30+00 (4th Street). Contractor had to shift operations to 1st St. area due to utility conflict.	1/2 day
Fri 6/9	Encountered free water in 21" storm sewer trench which caused slow down in production also additional cribbing & shoring necessary in trench due to excess free water.	1/2 day
Mon 6/12	City sewer adjustments being done at 51+50 causing additional signing for traffic in contractor work area.	0
Thur 6/15	Exposed co-axial cable Lt. 38+87 Contractor chose to wait for Telephone Co, inspector to arrive before exposing this co-axial cable.	1/2 day
Mon 6/19	Contractor notified state that several days have elapsed since city was requested to adjust water service line Lt. 32+67 so work on CG-2 inlet there could proceed.	1/2 day
Tue 6/20	Inspector reminded city water man of service line adjustment needed Lt. 32+67 (see 6/19) Grading began Rt. sta. 30-32.	1/2 day
Wed 6/21	Contractor uncovered water line & located telephone cable at 5th St. (Rt. 27+40±) - Determined that 8" pipe Rt. 26+67 to 27+36 needs to be a minimum of 72' instead planned length of 66'. A 26 day delay was encountered in ordering this extra length causing a delay in completing this area of project. (Grading and surfacing could not be completed until after pipe was installed) This ultimately delayed completion of the	1 day

7739

July 19, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
5th Street-Oak Street (Phoenix) Section
Rogue Valley Highway
Oregon Project F-157(13)
Contract No. 7739

M. C. Lininger and Sons, Inc., has requested a 42-day extension of contract time based on unanticipated utility conflicts and resulting delays. Pertinent dates include:

Bids opened	April 27, 1972 (2 bidders) (Contract amount $163,635)
Contract sent	May 9, 1972
Contract time started	May 20, 1972
Work started	May 22, 1972
100 days allowed expired	September 7, 1972
Project completed . .	October 20, 1972
43 days' liquidated damages accrued at $100 per day equals	$4,300

This 0.55-mile urban widening project included curbs, walks and storm sewers. Major utility relocations had been made before the contract work started. A city water main had been relocated by an earlier contract. Gas, power, and television utility facilities had been adjusted. Telephone poles had been moved, but some were found to be in the middle of the sidewalk

area and had to be moved again late in the project. Although this work had been done in advance, there were repeated conflicts, particularly in the storm sewer installation. Attached is the Resident Engineer's chronological report of the conflicts encountered.

The weekly reports indicate that the contractor worked steadily with a 7- to 21-man crew and we can find no reason to fault his effort. Your concurrence is requested in a 43-day extension which will delete all liquidated damages.

Att.

JAB:fw/HSC:ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
Alfred Shirley, Jr.
V. L. Gallagher

FORM E-30 (REV. 10-69)

Approved / NOTED
H. S. COULTER
ASST. STATE HWY. ENGR.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1973

SUBJECT: Request for Time Extension
5th St.-Oak St. (Phoenix) Section
Contract No. 7739

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

M. C. Lininger and Sons, Inc. requests a 42-day extension of their contract time based entirely on unanticipated utility conflicts and resulting delays. Some pertinent dates are:

Bids opened	April 27, 1972 (2 bidders) (Contract amount $163,635)
Contract sent	May 9, 1972
Contract time started	May 20, 1972
Work started	May 22, 1972
100 days allowed expired	September 7, 1972
Project completed	October 20, 1972

43 days liquidated damages accrued at $100 per day = $4,300

This was an urban widening project 0.55 mile in length, including construction of a 44-foot wide section with curbs and walks and extensive storm sewer improvement. Major utility relocations had been made before the contract work started. Telephone poles had been moved but some of these turned out to be in the middle of the sidewalk area and had to be moved again late in the project. Gas, power and TV cable had all been adjusted. A City water main had been relocated by a separate contract earlier. In spite of all this advance work, repeated conflicts were encountered, mainly in the storm sewer installation.

The Resident Engineer has made a detailed chronological accounting of the conflicts encountered, mostly underground. I note at least 21 different dates on which unanticipated conflicts with the contract work were encountered. Some of these conflicts affected more than just one day. The weekly reports indicate that the contractor worked steadily with a 7 to 21-man crew and I see no reason to fault his effort. The Resident Engineer and Region Engineer both recommend complete time extension. We recommend a 43-day extension which will delete all liquidated damages. This was a Federal-aid Primary project. Rough draft letters to FHWA, the Transportation Commission and the contractor are attached.

JAB:fw
Enc. cc V. L. Gallagher

SUMMARY

DATE	REVIEW OF NON-ANTICIPATED CONFLICT	APPROX. TIME DELAY
Wed 5/24	Uncovered manhole Lt. 29+78 in existing storm drain. This manhole not shown on plans. Grade for new storm sewer has to be changed to meet existing grade at manhole.	½ day
Thur 5/25	Coaxial cable Lt. 29+78 & sanitary sewer Lt. 29+78 too high for "as planned" flow grade of new 18" storm sewer. This grade adjusted upward to just clear coaxial & sewer.	1 day
Fri 5/26	Due to the following 3 day Memorial Day weekend, contractor instructed by letter cease all operations on Friday noon - thru Monday. Due to previous delays contractor is unable to continue installation of 18" storm sewer at 29+78 as he would be unable to complete installation by noon-the shut-down time. Contractor spent morning cleaning up area, removing old pipe previously excavated and miscellaneous work normally carried out at the end of each work day. Contractor felt that entire morning did not add any production towards completing any work.	½ day
Tue 5/30	Encountered the following utilities: 1. 2" gas main 20' Rt. 29+79 laying at subgrade. 2. 3" black iron pipe 12' Rt. 29+79 (in new manhole area). 3. 2 - 4" telephone conduit 14' Rt. 29+75 -- 10" too high or 10" too low to get 12" storm sewer over or under. (This conduit would have conflicted with original "as planned" flow grade adjusted 5/25) Telephone Co. representative Jim Burton arrived 4:00 PM to make decision concerning what adjustment to make to conduit. Contractor able to install only approx. 20' of pipe due to all the conflicts.	1 day
Wed 5/31	Sage Pipeline Co. adjusting gas and telephone lines Rt. 29+70 to 30+20. Contractor able to install only 3 joints (approx) of pipe Rt. 29+70 due to utilities adjustments under way.	1 day
Thur 6/1	Sage Pipeline continuing adjustments to gas and telephone lines.	1 day

DATE	REVIEW OF NON-ANTICIPATED CONFLICT	APPROX. TIME DELAY
Mon 6/5	Contractor encountered 1½" water line sta. 30+25 and 1¼" gas line at 30+50 in trench for 15" storm sewer. City water man spent 3 hours adjusting water line . Sage Pipeline man spent 4 hours adjusting gas line. Contractor had to shift operations to 12" storm sewer crossing at Sta. 32+60 in order to continue work.	3/4 day
Tue 6/6	6" sanitary service line encountered in 15" storm sewer trench at Sta. 32+16. After City Engineer representative arrived, it was decided to plug this service connection.	1/2 day
Wed 6/7	Sage Pipeline man adjusting 1" gas service line encountered in 12" storm sewer trench left Sta. 30+00 (4th Street). Contractor had to shift operations to 1st St. area due to utility conflict.	1/2 day
Fri 6/9	Encountered free water in 21" storm sewer trench which caused slow down in production also additional cribbing & shoring necessary in trench due to excess free water.	1/2 day
Mon 6/12	City sewer adjustments being done at 51+50 causing additional signing for traffic in contractor work area.	0
Thur 6/15	Exposed co-axial cable Lt. 38+87 Contractor chose to wait for Telephone Co. inspector to arrive before exposing this co-axial cable.	1/2 day
Mon 6/19	Contractor notified state that several days have elapsed since city was requested to adjust water service line Lt. 32+67 so work on CG-2 inlet there could proceed.	1/2 day
Tue 6/20	Inspector reminded city water man of service line adjustment needed Lt. 32+67 (see 6/19) Grading began Rt. sta. 30-32.	1/2 day
Wed 6/21	Contractor uncovered water line & located telephone cable at 5th St. (Rt. 27+40±) - Determined that 8" pipe Rt. 26+67 to 27+36 needs to be a minimum of 72' instead planned length of 66'. A 26 day delay was encountered in ordering this extra length causing a delay in completing this area of project. (Grading and surfacing could not be completed until after pipe was installed) This ultimately delayed completion of the	1 day

DATE	REVIEW OF NON-ANTICIPATED CONFLICT	APPROX. TIME DELAY
	right side which needed to be completed prior to beginning grading work on Lt. side.	
Thur 6/22	Telephone inspector here all day.	0
Fri 6/30	First load 1"-0 rock for driveway.	0
Mon 7/17	Additional 10' of 8" metal pipe arrived.	0
Tue 7/18	First curb pour 152' Rt. 30+60 to 32+60 encountered power poles within curb radius at 1st, 2nd, & 3rd Sts.	0
Thur 7/20	Encountered old box culv. at sta. 42+50 (Rt. side) which had been abandoned & covered. Pipe crew could only install 1 joint of pipe until box removed.	1 day
Thur 7/27	A 12" pipe is shown on plans as entering the existing storm drain system at 90 degrees at sta. 44+85. It was found that this 12" pipe elbowed at the existing sidewalk and extended approx. 20' ahead to sta. 45+05 where it was found to be plugged by earth and abandoned. Additional work was required for removing this pipe and moving planned location of manhole at sta. 44+85 to 45+07 (this had originally been drained by abandoned 12")	1 day
Mon 7/31	Encounter water service line at approx. sta. 49+70. Contractor unable to install any of this 15"x30' pipe until 8/1/72.	1 day
Tue 8/1	Grading began sta. 26-27 Rt. which has been delayed since 6/21/72 due to incorrect pipe length allowed on plans.	10 days
Thur 8/3	Contractor began excavating for 12" pipe Rt. sta. 48+75 to 49+50 at Oak St. & found telephone cable in the way. Telephone Co. had this cable adjusted in P.M. Rescheduling of work to other pipes caused several days delay for work on Oak St. connection.	1 day
Tue 8/8	Located water bubbling up through storm sewer trench at sta. 41+90 - thought to be faulty watermain coupler.	0
Wed 8/9	City water crew uncovered water main @ 41+90 and found no leaks (watermain pressure tested by util.)	0
Thur 8/10 to Mon 8/14	Extra Work - installing 8" perf. sta. 40+03 to 42+03 causing delay to surfacing this area.	3 days

DATE	REVIEW OF NON-ANTICIPATED CONFLICT	APPROX. TIME DELAY
Thur 8/17	Telephone Co. here to locate co-axial manholes to be adjusted @ sta. 33+10, 35+90 & 43+30.	0
Mon 8/28	Cut gas service line in pipe trench Rt. 1st St. @ 2+42 in P.M. So couldn't finish installation until 8/30/72. Sage Pipeline here 8/29/72 and removed until after culvert to be installed. (this line on a loop and so blocked off to restore service). Sage Pipeline restored this on 9/5/72.	2 days
Thur 8/31	Encountered gas & water service lines Lt. 27+00 - 28.	0
Fri 9/1	Began grading Lt. side @ sta. 28+50.	0
Fri 9/8	Gas lines encountered sta. 52+00 - to be adjusted.	0
Tue 9/12	Sage Pipeline here in P.M. to adjust telephone manhole Lt. sta. 33+20.	0
Wed 9/13	Sage Pipeline here in P.M. to adjust telephone manhole Lt. sta. 36+50.	0
Wed 9/20	Telephone Co. here to look at poles in center of sidewalk.	0
Fri 9/22	Telephone Co. here in P.M. to move poles sta. 30-38 Lt. This area has been ready for sidewalk since 9/21/72.	1 day
Mon 9/25	Telephone Co. here to move poles in sidewalk area where where sidewalk has been ready to pour since 9/21/72.	2 days
Wed 9/27	Telephone Co. moving poles Lt. sta. 42-47.	0
Fri 9/29	Contractor capping abandoned box culvert (Extra Work) sta. 42+50. Delay caused mainly by time for concrete to set before backfilling. (This box culvert was not shown on plans.)	1 day
	Total	33¼ days

FORM 8-50 (REV 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Medford, Oregon
May 30, 1973

SUBJECT: Workday Extension
5th St. - Oak St. (Phoenix)
Contract 7739

To: J. X. Wilson
Region Construction Engineer
ROSEBURG

Attached is a workday extension request from M. C. Lininger & Sons, Inc. for an additional 42 days on subject section.

It was evident to the contractor soon after starting the drainage work that numerous conflicts with utilities was going to be encountered. This proved to be true as in nearly every run of pipe gas, water, telephone or sewer lines were found that conflicted with planned elevations of these installations.

After reviewing diaries and progress reports it is my opinion that 33 work days were lost as a direct result of conflicting utilities. Where drainage facilities were installed, based on the time lapse from encountering the conflict until installation was completed it is impossible to measure the actual time lossed by the contractor when one considers that he had to, in many cases, move his work force and equipment to a different location, redesign the work area and begin work only to encounter another conflict.

The result was that nearly the entire drainage work on the right side of the project had been started and very little completed before any roadbed grading could begin.

Once roadbed grading began the contractor found that it was, even though slower, much easier to excavate the roadway with a backhoe & dump trucks, " feeling " his way along to minimize damage to any more utilities.

Along the right side of the project an old abandoned steel gas or water line was encountered. In many places this pipe was in the area to be excavated and if conventional methods such as front end loader, dozer, etc. was used for roadway excavation possible damage to re-located 2" gas and 8" transite water lines was possible. The 2" relocated gas line incidently, was found to be at or very near subgrade in many locations, even requiring adjustment in some areas.

Along the left side of the project many gas and water service lines were encountered at or very near to subgrade and in many locations old abandoned water pipes were removed which would have created a situation similar to the right side of the project if conventional excavation methods had been used.

The contractor also considered the number of driveways and approaches that needed to be kept open for access to local businesses until enough roadbed was prepared for 1"-0 aggregate to re-fill the excavated areas. The result was a series of short graded areas between approaches was completed before final removal of the approach ramp was accomplished. Conventional roadway grading might have "land-locked" numerous traffic oriented businesses for periods of at least 2 weeks while surfacing was being constructed and concrete curbs and driveways constructed and allowed to set. This consideration helped to keep at a minimum complaints from the local businesses.

A 10' discrepancy in planned quantity of 8" metal pipe was found after the contractor had ordered and received the material, based upon planned quantities. The 8" sewer pipe right of 26+62 to 27+38 would require a minimum of 76' as shown on the plans but the pipe list indicates only 66'. The material as specified for use was not, according to John Gates, ARMCO representative, an "in stock" item and required the manufacturer to set-up especially for this item. The 26 day delay in receiving this additional 10' of pipe caused unnecessary delay and a shift in contractor's operations.

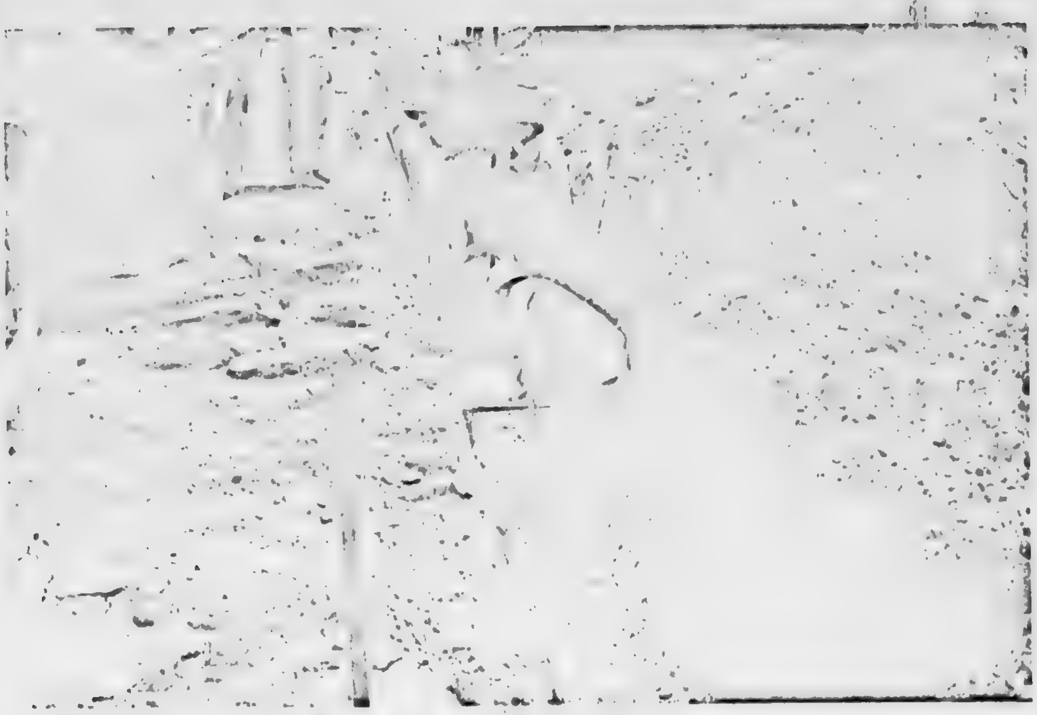
The combined delays already mentioned also moved the completion date well into autumn weather which resulted in some inclimate weather encountered which wouldn't normally have had to be considered.

Since we can only ~~discount~~ document 33 days I would suggest that we allow an additional 9 days based on the fact that we moved the job into weather delays because of the initial delays. This would allow a total of 42 days as per the contractors request.

B E Brown

B. E. Brown
Resident Engineer

Attach.



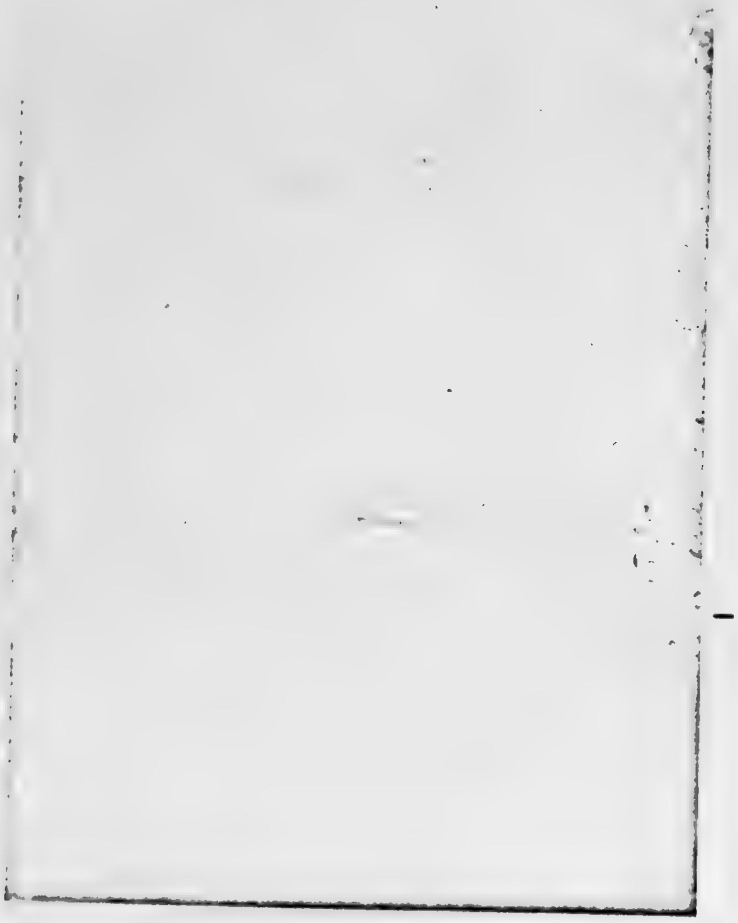
Water & Gas Line
Conflict

Station 29±

Typical Gas Line
Revision
No Station

Existing Box Culvert
Buried & Not Shown
on Plans

42+50



Subgrade Excavated
by Backhoe

Station 28± Left

Telephone Conduit
Waiting to be moved

Subgrade Excavation
with Backhoe
No station

7739

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 15, 1973

In reply refer to: 10-35-B3

SUBJECT: Oregon Project F-157(13)
5th Street-Oak Street (Phoenix) Section

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I am unable to concur with the 42-day time extension request in Mr. Coulter's letter dated July 19, 1973. Additional information concerning each of the construction conflicts listed in the Resident Engineer's chronological report is necessary to determine if a time extension is in order. Were each of these conflicts critical at the time of delay? Specific delays on noncritical operations by a nonanticipated conflict is not justification for extension of time.

Please identify and explain which of the delays listed in the attachment to Mr. Coulter's letter affected critical operations.

D. K. Hoover
for G. L. Green

RECEIVED
STATE HWY ENGR
AUG 20 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

NOTED
A. E. [illegible]

RECEIVED
AUG 21 1973
[illegible]

8-21-73
Beasy
R/D
[illegible]

RECEIVED
STATE HWY ENGR
AUG 17 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

5

7739

May 10, 1973

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On May 9, 1973, we wrote to you concerning release of final payment on Contract No. 7739 awarded to M. C. Lininger and Sons, Inc., for work on the 5th Street-Oak Street Section in Phoenix of Rogue Valley Highway in Jackson County.

Final payment on this contract is $7,609.53 and the total contract amount is $156,048.29 including $1,957.69 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

5

7739

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 7, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7739, Work Completed October 20, 1972

Project 5th St. - Oak St. (Phoenix)

Highway Rogue Valley, County Jackson

Type of Work Grading and Paving

Contractor M. C. Lininger & Sons, Inc.

Recommended Acceptance Date May 4, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

STATE COPY

RECEIVED
DEC 2 1972

[illegible] (Johnson)
Region
Wash DC
7739

U.S. . ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

11-28-72

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 3	COUNTY Jackson	DIVISION Oregon
DATE OF INSPECTION 11-28-72	INSPECTION MADE BY T. P. Lowe, Area Engineer		PROJECT NO. F-157(13)
IN COMPANY WITH J.X. Wilson, Reg Const Engr and Bill Brown, Res Engr			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 142 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
DEC 20 1972
REGIONAL OFFICE

NOTED
A. E. JOHNSON

FIFTH STREET-OAK STREET (PHOENIX) SECTION
ROGUE VALLEY HIGHWAY
Grading and Paving

1. Scope of Inspection

The inspection was limited to a field review of the completed work.

2. Acceptance

The project has been completed in substantial compliance with the approved specificitaions including authorized changes and acceptance is recommended.

3. Time

The contract used 142 calendar days to complete the work. The contract allowed 100 days. Liquidated damages are being charged for 42 days.

4. Bike Dips In Sidewalk

One noteworthy feature of this project is the manner in which sidewalks were dipped at cross-walks to facilitate bikes. The design is simple to construct and does not require special drainage considerations. It has a pleasing appearance and is quite functional. I recommend a similar type of design be used on future urban projects involving sidewalks and bike traffic.

5. Utility Poles

The preliminary plans did not show sidewalks to be a part of the project. Utility pole relocations were made accordingly. This resulted in utility poles being located in the sidewalk at several locations. I recommend that the possibility of sidewalks be fully explored on future urban projects prior to executing the utility relocation agreements.

RECEIVED
STATE HWY ENGR
DEC 21 '72
REFER TO
FOR
Info Inves R/D Dir Sign Act File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

FOR FILING

RECEIVED
STATE HWY ENGR
DEC 13 '72
REFER TO
FOR

OREGON STATE
HIGHWAY DIVISION

7739

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE October 26, 1972

Federal-aid Project
No. F-157(13)

FROM

L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

cy Const
12-13-72

SUBJECT Request Contract Acceptance

Contract 7739, Work Completed October 20, 1972

Project 5th St. - Oak St. (Phoenix)

Highway Rogue Valley

County Jackson

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 28, 1972

Conditions not acceptable: None

cc:
✓T. Edwards
L.H. Young

G. K. Hossner
for G. L. Green
Acting Division Engineer

7739

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 5th St. - Oak St. (Phoenix)

WEEK ENDING: 21 October 1972

SECTION PREFIX: I5-1052

HIGHWAY: Rogue

COUNTY: Jackson

NAME OF JOB: 5th St. - Oak St. (Phoenix)

KIND OF WORK: Grading and Paving

CONTRACTOR: M. C. Lininger & Sons, Inc.

CONTRACT NUMBER: 7739

FEDERAL AID PROJECT NUMBER: E-157(13)

DATE OF CONTRACT: May 5, 1972

DATE WORK STARTED: May 22, 1972

ESTIMATED COMPLETION DATE: October ~~18~~ 20, 1972

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN 9 SUPERVISION: 2

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 100

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 142

PERCENT OF TIME ELAPSED 142

PROJECT AUTHORIZATION: $189,471.23

EXCLUSIVE OF ENGINEERING: $174,447.08

ENGINEERING AUTHORIZATION $15,024.23

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $186,293.80

ENGINEERING COST TO DATE $12,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN 6.8 %

PERCENT OF AUTHORIZATION 80 %

DATE PROJECT WAS COMPLETED: October 20, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.55	0.55			0.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.55	0.55			0.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%	10,540			22,900
TOTAL QUANTITIES CORRECTED TO DATE	100%	10,450			22,900
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%	10,450			22,900
AVERAGE DAILY QUANTITIES		170			520
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1	1			1
HOURS PER SHIFT	8	8			8

EQUIPMENT USED DURING THE WEEK: Rollers - 2 Paver - 1 Trucks - 5 Loaders 1 Mixer - 3
Blade - 1 Compressors - 1

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Ptly Cldy	1		
TUESDAY	Sct. Cld-Mild	1		
WEDNESDAY	Fair	1		
THURSDAY	Clear & Warm	1		
FRIDAY	Ptly Cldy	1		
SATURDAY	~~Ptly Cldy~~	~~1~~		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Supervisor and (1) laborer cleaning up SN line in preperation of paving and preparing for pouring curbs in northbound at Oak St. Stat: 42-53 paving, 2 laborers, (2) operators, (1) supervisor, (2) trucks, (3) truck and trailers, paver, and (2) rollers (1 roller operator) Rogue River Paving.
TUESDAY	Backhoe & (2) labor constructing rock base for friveways Lt. 42-49 & excavating for curb Lt. northbound. (5) trucks hauling "C" mix asphalt, paver laying top lift in park area Lt. 41+95-52 & SN line & driveways & misc. Stat: 37-49. Roller compacting & finishing. (2 man curb crew set up northbound curb North ½).
WEDNESDAY	(2) conc men & subcontractor poured sidewalk Lt. 41+44-43 to finish all but 10' of sidewalk on project. (1) man scraping slag conc off expansion joints & sidewalk & curb (1) man sacking manholes & inlets. Foreman & (1) laborer removing pavement with jackhammer at 46+50 manhole to reset this high manhole & compacting rock driveways. (3) men & roller paving misc. areas at 4th St. & burning & removing pavement off manholes Rt. Sta: 27+25.
THURSDAY	(3) men from Rogue River Paving completed burning of rough edge at manholes. Foreman & (1) laborer dressing up at driveways & street edges. / Subcontractor (2) men poured curb Lt. NB & sidewalk Lt. 49+08 to complete conc. work. (1) man sacking inlets & manholes.
FRIDAY	General Cleanup
SATURDAY	

REMARKS

This project was completed on Friday of this week.

Final estimate will be submitted in approximately 30 days. This will be the final weekly report on this job.

J. H. Versteeg over project on Tuesday.

SIGNED B G Brown LOCATION MEDFORD

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
October 16, 1972

7739

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

To: C. T. Keasey
Construction Engineer
SALEM

NOTED
A. E. JOHNSON
file

In response to your letter of October 5, 1972 and Mr. Lowe's inspection report of September 20, 1972, the following is submitted:

Summary of active Federal Aid projects assigned to Medford Resident covering month of September, 1972:

		PROJECT	% COMP.	WORK MEN	FORCE SUPERV.	WORK EST. SEPT.	ENGR. COST
#7739	1.	5th St.-Oak St. (Phoenix)	65%	11	3	$61,000	$3,000
#7747	2.	Park St.-Pac. Hwy. (Ashland)	4%	13	2	98,000	2,400
#1616	3.	Neil Cr. Sec.(I-5)	55%	26	4	102,000	2,000
#1109	4.	Valley of Rogue Int. Calif. Line	75%	25	4	186,000	10,000
#1561	5.	Jumpoff Joe Cr.-Grants Pass	99%	22	2	74,010	12,000
				97	14	$521,000	$29,400

The Medford crew (080-66) on October 1, 1972 consisted of sixteen permanent experienced employees and eight temporary employees. Two experienced inspectors attached to the Region performs material testing and inspection. Three engineering trainees employed during the past construction season returned to school in mid-September. In addition, Keith Martin and his 4-man bridge crew performs all structural engineering in the Medford area.

RECEIVED
OCT 17 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

In summary, there was an average of 31 engineering employees in the Medford area to supervise and control some $521,000 worth of contract work. The average ratio of engineering employees (31) to the contractor's total work force (111), was 3.6 to 1.

Had there been more experienced engineering personnel available this past summer, we could have had a more efficient operation and reduced our overtime expense. Additional experienced people - inspectors, transitmen - were not available in either Medford or State-wide, so the Engineer worked around the resources available. This is a typical situation during peak activity with experienced people in short supply at the height of the construction season. By using overtime, temporary people, trainees and careful planning, all phases of inspection, testing, documentation and engineering were carried out in a completely satisfactory manner.

I too am somewhat puzzled by the statements concerning the Assistant Resident Engineer being on location projects. The Medford crew did very little, if any, location work from the end of March, 1972 until September, 1972. During this period, Mr. Purdy worked full time on construction in the duties assigned by the Resident. After the paving was completed on the Jumpoff Joe-Grants Pass project, I asked the Resident Engineer if some time could be devoted to the Head Road-Airport Road Section in Jackson County. This project has a high priority with Jackson County and we have had several requests to complete this project. I would have to conclude that the FHWA engineer did not have all the facts or misunderstood the role of the Assistant Resident Engineer.

The administration of the contract work in the Medford area has been carried out with a great deal of care. The projects in question have not suffered in any way and are, in fact, considered superior. Prior FHWA reports have been considered very favorable toward the contract work in progress and no deficiencies were noted.

If all phases of these projects were carefully evaluated, the finished projects, the testing, the record keeping, the documentation or whatever criteria one would care to use, the projects would rate very high. I consider it very unfortunate that the adequacy of engineering control and contract administration has been questioned. This is a very serious charge and deserves to be fully investigated. We will be very pleased to make whatever investigations, inspections in depth or reports you think might be necessary to bring this to a satisfactory conclusion.

A report on the mobile phone installation is being submitted separately.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. VERSTEEG
Region Engineer

JHV/cw

cc A. E. Johnson ✓

RECEIVED
OCT 6 - 1972
FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1972

7739

To: J. H. Versteeg
Region Engineer

SUBJECT: FHWA Phase Inspection
Construction Engineering
Medford Area

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Attached is a copy of a phase inspection report on construction engineering in the Medford area based on an inspection made on September 20, 1972 by Tom Lowe, Area Engineer, in company with Region Construction Engineer J. X. Wilson and Resident Engineer Bill Brown.

This report is quite critical of our ability to properly administer contract work in that area with the present staffing. I am somewhat puzzled by the statement in Mr. Lowe's report that the Assistant Resident Engineer assigned to Brown is working full time on location work if the contract administration is in fact suffering.

Please investigate this thoroughly to determine if the projects have suffered and give me a report on your findings -- and why Brown's Assistant is apparently not acting as such.

The comments about the mobile phone installed in Brown's car are also disturbing. No such installation has been authorized or formally requested to my knowledge. Please investigate this also and report on the necessity for this mobile phone, who authorized the installation, the total cost thereof, etc.

If, as the inspection report indicates, the mobile phone installation was paid for by a contractor, please advise the contractor's name and the particular con tract(s) involved. Also determine all costs to him related to this mobile phone and its installation and see that complete reimbursement is made.

Due date for this report is October 16, 1972.

CTK:fw
Enc.
cc A. E. Johnson

RECEIVED
OCT 5 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOV[illegible]MENT

Memorandum

U.S. DE[illegible]MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 29, 1972

In reply refer to: 10-35-DB

7739

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects F-157(13), Fifth St.-Oak St. (Phoenix) #7739
F-166(3), Park St.-Pacific Highway (Ashland) - #7799
EPS-I-5-1(78)00, Neil Creek Section #1676
EHS-I-5-1(80)00, Valley of the Rogue Intcg-Calif. Line #7709
I-5-2(67)59, Jumpoff Joe Creek-Grants Pass Section #[illegible]
Project Stage Inspection
Construction Engineering (Medford Area)

Attached is a stage inspection report regarding construction engineering inspection on the above projects located in the Medford area. As indicated in the report, there is reason to be concerned over the adequacy of engineering control that can be obtained based on existing conditions.

Please evaluate this situation and take whatever steps necessary to provide project staffing and construction inspection coverage commensurate with the work involved.

Enclosure

Approved
10-3-72
Asst. State Hwy. Engr.

Al

Please discuss done

Copy sent to Keasey to investigate.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
OCT 2 '72
REFER TO
FOR
Info

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

FORM PR-33B (REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Engr Coord

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. *	County Jackson	Division Oregon
Date of Inspection 9/20/72	Inspection Made By T. P. Lowe, Area Engineer		Project No. *
In Company With J. X. Wilson, Reg Constr Engr; Bill Brown, Res Engr.			
Quality of Work* N/A	Progress of Work N/A	Time Elapsed N/A %	Work Completed N/A %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

*(*Not applicable for all Contracts.)*

PHASE INSPECTION - CONSTRUCTION ENGINEERING
ASHLAND-MEDFORD-GRANTS PASS AREA

*Active Federal-aid projects assigned to the Medford Resident.

Project		Report No.
F-157(13)	Fifth St.-Oak St. (Phoenix)	3
F-166(3)	Park St.-Pacific Highway (Ashland)	2
EPS-I-5-1(78)00	Neil Creek Section	5
EHS-I-5-1(80)00	Valley of the Rogue Interchange-Calif. Line	5
I-5-2(67)59	Jumpoff Joe Creek-Grants Pass Section	13

1. **Scope of Inspection**

The State's engineering forces presently assigned to administer projects in the Grants Pass-Medford-Ashland area were reviewed.

2. **Findings**

The Medford Resident Engineer's staff consists of 13 permanent personnel and about 8 temporary employees at the time of this inspection. The Resident Bridge Engineer located in Grants Pass is assisting to administer the signing and structural aspects of several of the projects assigned to the Medford Resident. A location engineer has from time to time worked as assistant to the Medford Resident, but due to the present backlog of location work, he is spending fulltime on location work.

In addition to the above listed Federal-aid projects, the Medford Resident is administering three State projects.

His projects are scattered over a wide geographical area. Some are relatively small in dollar volume, but require an inordinate amount of engineering time. (Spot safety projects, bike paths, congested urban street widening, etc.) Due to the travel distances between jobs, and the inordinate number of small detailed problems, the Resident Engineer cannot adequately administer all of these projects alone.

(more)

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

Earlier this year a contractor paid for the installation of a mobile phone in the Resident Engineer's car. The State is paying the operating expenses of this phone. This mobile phone has been very valuable in helping the Resident Engineer administer his contracts.

3. Recommendations

a. Assignment of a full-time assistant resident engineer in the Medford office is strongly recommended.

b. The mobile phone has been a definite asset to the project administration. Radio communication between field laboratories, key field inspectors, survey parties, the resident engineer's office, and the resident engineer himself, will increase the efficiency of the engineering staff and avoid unnecessary delays to the contractor when unexpected problems arise which need immediate engineering decisions and/or action. I recommend the use of field radios for project administration be studied. In any event, I recommend that either radios or mobile phones when used, be paid for entirely through the State Highway Division.

ECEIV
SEP 8 - 1972

7739

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE September 7, 1972

Federal-aid Project
No. F-157(13)

FROM
George M. Baldwin
Administrator of Highways
by
ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT
Request Change Order Approval

Contract 7739 Extra Work Order No. 4

Project 5th St.-Oak St. (Phoenix)

Highway Rogue Valley

County Jackson

The Order covers removal of three trees which stand outside of the clearing limits for the project. This work is necessary in order to fulfill a right-of-way obligation.

Attached are copies of a letter from the Regional Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 16, 1972.

Your approval as of August 16, 1972 is requested.

JK:bb

Attach.

RECEIVED
SEP 8 - 1972

FOR

7739

September 7, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. F-157(13)

SUBJECT Request Change Order Approval

Contract 7739 Extra Work Order No. 3

Project 5th St.-Oak St. (Phoenix)

Highway Rogue Valley

County Jackson

The order covers removing a portion of an existing 8'x4' reinforced concrete box culvert and plugging the ends. This culvert was not shown on the plans and will be abandoned.

Attached are copies of a letter from the Regional Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on July 24, 1972.

Your approval as of July 24, 1972 is requested.

Attachments

JK:js

5

1859

OREGON STATE
HIGHWAY DIVISION

7739

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 29, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Overrun of Project Authorization**
Contract No. 7739

An overrun of the project authorization is anticipated on Contract No. 7739, the 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Jackson County. The project is under contract to M. C. Lininger and Sons, Inc. of Medford. This project is only about one-third completed, with expected completion late this fall.

The provision for the State's share of the cost of relocating a City water line was overlooked in the project authorization. This work was done by a separate contract administered by the City, but in accordance with a cooperative construction-finance agreement dated December 23, 1969, the State is to reimburse 75 percent of the cost.

I recommend that the authorization be increased by $15,028.73 or 7.93 percent to a new project total of $204,499.96.

This matter will be on the agenda for your consideration at the September 19 meeting.

cc: F. A. Query
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
C. T. Keasey
V. L. Gallagher
J. H. Versteeg
Gary Ross
Gary Sund

JAB:fw dps

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1972

SUBJECT: 5th St.-Oak St. (Phoenix) Section
Contract No. 7739
Request for Additional Authorization

To: Mr. A. E. Johnson
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

With the approval of State Force Order No. 1 which covers the State's 75 percent share of adjusting the City water line on this project, it is necessary for us to request an increase in the project funding. The cost to the State on this State Force Order chargeable to this project is $17,440.81 and there was no provision for this in our project authorization. It was apparently missed due to a combination of circumstances between County-City, which handled the agreement with the City, the Utility Unit, which was not directly involved in this maneuver, and the Specifications Unit, which accumulates the items to be included in the project authorizations, but was not advised to provide for this one.

Our contract is very clean as far as extra charges so far, but is only 32 percent complete. We have therefore included in our request for funding a $5,100 contingency item on the uncompleted contract work. This makes the expected overrun to be $15,028.73 or 7.93 percent to a new total estimated project cost of $204,499.96.

A rough draft to the Commission to cover this is attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
AUG 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

SP*52475-734

RECEIVED

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY son	DIVISION II
DATE OF INSPECTION	INSPECTION MADE BY rea Engineer		PROJECT (NO.)

IN COMPANY WITH cg Const Engr and Bill Brown, Res Engr

QUALITY OF WORK*	PROGRESS OF WORK ty	TIME ELAPSED %	WORK COMPLETED %

COPY SENT

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts)

OCT 06 1972
STATE

OCT 06 1972
REGIONAL OFFICE

FIFTH STREET-OAK STREET (PHOENIX) SECTION
ROGUE VALLEY HIGHWAY
Grading and Paving

It was noted that the dips formed in the sidewalk and curb section at street intersections to allow bicycle easy access to the street-crosswork appeared to be very functional. It was noted that the contractor performs this work at no increase in contract for a normal sidewalk curb section. I assume that he felt the extra finishing work was off-set by the slight reduction in quanitity of concrete used. In any event the resultant dips constructed have a pleasing and functional appearance and should be considered for use at other locations when new sidewalks are being constructed.

It was noted that utility poles located in the sidewalk section on the north side of the street only. I was advised that the preliminary plans did not show sidewalks for this project and the utilities used these preliminary plans in relocating their facilities. Hence the poles are now located in the sidewalk section. The city is presently negotiating with utility companies to affect a second relocation of the utility poles out of the total roadway section.

10-10-72
Johnson-Hunter
cy Young

NOTED
E. S. HUNTER

CC Wolfe
Hall

RECEIVED
OCT 10 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
STATE HWY ENGR
OCT 9 '72
REFER TO
ESH
FOR

Info	Inves	R/D	O/R	Sign	Act	File
✓						

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

Form E-272 (Rev. 10-60)

FB Klaboe
DEPUTY STATE HIGHWAY ENGINEER
Date 9-20-72

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project 5th Street - Oak Street (Phoenix) Date 8-18-72

Highway Rogue Valley Contract No. 7739

County Jackson Kind of Work Grading & Paving Contractor M. C. Lininger & Sons, Inc.

	Authorized	Estimated
Contract Amount	163,635.00	163,635.00
Anticipated Items	3,300.00	3,300.00
Contingency (4½%)	7,512.08	22,540.81
Engineering	15,024.15	15,024.15
Credits	-	-
PROJECT COST	189,471.23	204,499.96
NET INCREASE $	15,028.73	7.93%

APPROVED BY STATE HIGHWAY COMMISSION
DATE 9-19-72
$15,028.73

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount Actual	Net Change
(U) Adjustment of City owned water facilities (State's share)	$17,440.81	None
Note Net increase equals actual cost less original contingencies.		
(U) Contingencies for Uncompleted work (4-1/2% of 68% of the contract items)	$ 5,100	

Principal reasons for overruns (Continue on reverse side): As per agreement with City of Phoenix of 12-1-71, State to share 75% of water line ~~install~~ installation costs. The intent of this authorization is to increase the original cost to included water line adjustment (State share) Cost less contingencies. The original Authorization did not include the water line adjustment under anticipated items.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by Earl C. Purdy For: B. E. Brown Resident Engineer

Noted by Construction or Bridge Engineer

Confirmed by J. X. Wilson Division Engineer

Noted by F B Klaboe Deputy or State Highway Engineer

SP*23760-734

RECEIVED
1972

FORM E-30JR 12-67

1129

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1972

SUBJECT: Sidewalk Bicycle Ramps
5th St.-Oak St. (Phoenix) Section
Rogue Valley Highway
Contract No. 7739

To: J. H. Versteeg, Region Engineer
ATTENTION: J. X. Wilson

FROM: C. T. Keasey
C. T. Keasey
Construction Engineer

The modification of the bicycle ramps on the subject project as proposed by the City of Phoenix has been reviewed by this office and by the Design Section.

You may proceed with the modification if a suitable price agreement can be negotiated with the contractor.

NOTED
E. S. HUNTER

RECEIVED
JUN 30 1972
OFFICE OF
STATE HIGHWAY ENGINEER

CTK:fw
cc: A. E. Johnson
E. S. Hunter

FORM 8-30 (REV. 10-60)

7739

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 23, 1972

SUBJECT: 5th St.-Oak St. (Phoenix)
Contract No. 7739
Rogue Valley Highway
Jackson County

To: C. T. Keasey
Construction Engineer
SALEM

Our curb return ramps proposed for the above project to provide bicycle access to sidewalks has been reviewed with Mayor Skudlarek of Phoenix and Marquess and Marquess, City Engineers. They are in agreement with the overall concept but suggest a modification to our standard as shown on the attached plan.

If you concur with the City's proposal, would you let me know so we can advise the contractor to proceed.

J. X. Wilson
J. X. WILSON
Region Construction Engineer

JXW/cw
Attach.
cc E. S. Hunter ✓
B. E. Brown

NOTED
E. S. HUNTER

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] 1972

STATE COPY

FOR FILE

cc: OSHD (A E Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cst

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-in-Depth

Region No. 7	Report No.	County Jackson	Division Oregon
Date 6/7/72	Inspection Made By J. P. Lowe, Area Engineer		Project No. F-157(13)

In Company With: Bill Brown, Res Engr, Earl Purdy, Asst Res Engr, OSHD.

Location: The project is located on the Rogue Valley Highway between 5th St. and Oak St. in the town of Phoenix.

Contractor Name and Address: M. C. Lininger and Sons Inc., Medford, Oregon

Award Date May 5, 1972	Contract Amount $163,635.00	Time Allowed 102 CWD	Time Started May 20, 1972	Work Started May 22, 1972
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 20 %	Work Completed 3%	

Roadbed (Width) 56' *(Feet O. to O. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	WIDTH (Feet)
	6203	0.545	9"	9"	44'

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
7-7-72 AL		

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

CC Young

COPY SENT
JUL 05 1972
REGIONAL OFFICE

ROGUE VALLEY HIGHWAY
5th STREET-OAK STREET (PHOENIX)
Grading and Paving

1. Scope of Work

This project consists of reconstruction of the southbound lanes of the one-way couplet to provide a 44-ft. curbed street section of two 12-ft. travel lanes and a 10-ft. parking area of the Rogue Valley Highway (US 99) in Phoenix, Oregon. The work consists of roadbed grading, aggregate base plant-mix bituminous base, and asphalt concrete paving. Also concrete curbs, walks, and driveways along with a storm sewer system will be constructed.

2. Work Completed

The project signs were erected and approximately 10% of the storm sewer work was completed at the time of this inspection. No other work has been started.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Price Agreements

The State was negotiating with the contractor to relocate the historic plaque near the south end of the project It was originally contemplated that this work would be performed by State forces. A PR-9 to perform this work under the construction contract has been approved.

4. Work in Progress

The subcontractor was excavating, grading, and backfilling concrete storm culvert between Stas. 32 and 33 at the time of the inspection. A representative of a local gas company was at the worksite to assist the contractor in locating conflicting gas lines. The contractor was performing this excavation in a very meticulous manner to avoid damaging existing utilities.

5. Labor Compliance and EEO

The project engineer advised that the contractor comply with the labor compliance and equal opportunity requirements of the contract. All required posters are posted.

RECEIVED
JUL 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1972

FOR [illegible]

7739

June 7, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-157(13)

FROM George H. Baldwin
Administrator of Highways

by

ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programming Engineer

SUBJECT Request; Change Order Approval

Contract 7739 Extra Work Order No. 2

Project 5th Street-Oak Street (Phoenix)

Highway Rogue Valley

County Jackson

The order covers relocating the historical marker right of station 48+50 to a permanent location back of the proposed sidewalk. It was anticipated that this work would be done on an "Extra Work" basis.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Engineering Coordinator on June 5, 1972.

Your approval as of June 5, 1972 is requested.

Attachments

JK:js

RECEIVED
JUN 5 - 1972

FOR FILING

7734

June 5, 1972
Salem, Oregon

Mr. J. H. Versteeg
Regional Engineer
Roseburg

DIVISION

You have a job 5th Street-Oak Street, Phoenix Section, currently underway in which are included sidewalks.

Please negotiate a change in plans to provide ramps at all curb returns in order that the sidewalks may be declared a bike path.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf

cc: F. B. Klaboe
A. E. Johnson
Carroll Keasey

Form E-323—3M

RECEIVED
[illegible] 1972

F-15[illegible]

7739

OREGON STATE HIGHWAY DEPARTMENT

5th St. - Oak St. (Phoenix)
Rogue Valley Highway
Grading - Paving
Jackson County
Contract 7739

TRANSFER SHEET
AND
COST SUMMARY

Job Prefix 7739 **Month of** May, 19 72

Engineer B. E. Brown

Date of Bill	Sent to Salem	Office No.	CREDITOR, ADDRESS AND CHARACTER OF INVOICE	Total Amount of Bill	Acct. No.	Amount	Summary by Accounts: Acct. No.	Summary by Accounts: Amount
			Total Engineering Authorized			15,024 15		
			Total Expended in May	1,006 52				
			Total Expended to Date			1,006 52		
			Percent 6.7%					
			COST EXCLUSIVE OF ENGINEERING					
			Authorized $174,447.08					
			Corrected 174,447.08					
			Performed 8,103.70					
			Percent 4.6%					
			Specified Calendar Workdays 100					
			Calendar Workdays Used 22					
			Percent 22%					
			Anticipated Completion Date 8/28/72					

STATE PRINTING

RECEIVED
MAY 22 1972
FOR FILING

7739

May 19, 1972

M. C. Lininger & Sons, Inc.
Box 1145
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. 7739 for grading and paving on the 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
700 N. E. Multnomah
Portland, Oregon 97232

United Pacific Ins. Co.
Fidelity & Surety Dept.
P. O. Box 1216
Tacoma, Washington 98401

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. H. Versteeg
B. E. Brown

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-72	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-16-72	TE Oregon
		COUNTY Jackson
PROJECT REPORT NO. 3		PROJECT NO. F-157(13)

• The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 S. Bd., 6th St. to S. City Limits (Phoenix)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-5-72	0.546
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT $ 183,518	FEDERAL FUNDS $ 116,625

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Department)

By

Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

for R. E. Simpson

Date executed by Division Engineer MAY 16 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. F-157(13)

5TH ST.-OAK ST. (PHOENIX) SECTION

ROGUE VALLEY HIGHWAY IN JACKSON COUNTY

Salem, Oregon, May 10, 1972

Project agreement estimate.

Type Code 6203
Roadway (Sta. 24+50 to Sta. 53+30)

Temporary Protection and Direction of Traffic	All Required		$ 3,000.00
Clearing and Grubbing	All Required		4,500.00
Removal of Structures and Obstructions	All Required		5,000.00
General Excavation	All Required		13,000.00
Trench Excavation	1,400 cu.yd.	5.00	7,000.00
Bituminous Base, 4-inches Thick	9,000 sq.yd.	2.30	20,700.00
1" - 0 Asphalt Base, 9-inches Thick	10,450 sq.yd.	1.70	17,765.00
Class "C" Asphalt Concrete, 4-inches Thick	13,900 sq.yd.	2.30	31,970.00
8-inch Sewer Pipe	200 lin.ft.	2.70	540.00
12-inch Sewer Pipe	1,480 lin.ft.	6.25	9,250.00
15-inch Sewer Pipe	500 lin.ft.	6.50	3,250.00
18-inch Sewer Pipe	420 lin.ft.	7.50	3,150.00
21-inch Sewer Pipe	170 lin.ft.	9.50	1,615.00
Extra for Pipe Under Pavement	180 lin.ft.	7.00	1,260.00
Concrete Manholes	13 only	450.00	5,850.00
Concrete Inlets, Type "CG-1"	17 only	200.00	3,400.00
Concrete Inlets, Type "CG-2"	16 only	225.00	3,600.00
Concrete Walks	1,600 sq.yd.	5.00	8,000.00
Concrete Driveways	1,100 sq.yd.	6.95	7,645.00
Concrete Curbs	5,600 lin.ft.	1.90	10,640.00
Adjusting Manholes	12 only	125.00	1,500.00
Salvaging and Reinstalling Traffic Signs	All Required		1,000.00
			$163,635.00
Flagging	All Required		$ 2,500.00
Permanent Striping	All Required		200.00
Temporary Erosion Control	All Required		500.00
			$ 3,200.00
	Subtotal		$166,835.00
	10% Engr. & Cont.		16,683.00
	Total		$183,518.00

Length of Project - - - 0.546 Mile
Cost of Roadway Per Mi. $336,113.55

Retained in Program Status

Relocate Historical Marker	All Required	$ 100.00
	10% Engr. & Cont.	10.00
	Total	$ 110.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Roadway	$183,518.00	$116,625.00	$21,013.00	$ 45,880.00
Retained in Program	110.00	70.00	13.00	27.00
	$183,628.00	$116,695.00	$21,026.00	$ 45,907.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 94% Group 8 - 6%

Contract No. 7739

Prefix 15-1053

RECEIVED

7739

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 9, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by
L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of May 2, 1972 is requested in the award of contract for the 5th St.-Oak St. (Phoenix) Section, Project No. F-157(13).

The contractor receiving the award is M. C. Lininger & Sons, Inc., in the amount of $163,635.00 with Contract No. 7739 assigned. This bid was received on April 27, 1972 and awarded on May 5, 1972.

All rights-of way or rights-of-entry have been acquired. The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date________________________________

I concur in the award.

____
R. E. Simpson, Division Engineer

CL:bb

RECEIVED
MAY 8 - 1972

[illegible]

7739

May 5, 1972

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission on May 4, 1972, accepted your proposal on the 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Jackson County for the sum of $163,635 and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of Phoenix approve the project and the City deposits $12,750.

These conditions were satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7739.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
J. H. Versteeg
B. E. Brown
William Geibel (SAIF)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 5, 1972

Ms. Frances Steveson
City Recorder
City Hall
P. O. Box 327
Phoenix, Oregon 97535

Dear Ms. Steveson:

This will acknowledge receipt of the City of Phoenix's check in the amount of $12,750 which is the correct amount as an advance deposit for the 5th Street-Oak Street Section. The contract will be awarded to M. C. Lininger & Sons, Inc. as of May 5, 1972.

We appreciate the expeditious manner with which you handled this matter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

H. S. Cox
County and City Engineer

MCH:ljt

bc: F. B. Klaboe
R. L. Schroeder ✓
L. H. Young
V. E. Skoog

Rec'd. 5/5/72

By____________________

NOTED

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILE
7739.

May 4, 1972

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon 97501

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $163,635 on the 5th Street-Oak Street (Phoenix) Section of the Rogue Valley Highway in Jackson County, which was the low bid received for that job on April 27.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the Federal Highway Administration and the City of Phoenix approve the project and the City deposits $12,750. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc C. T. Keasey
Walt Hart
J. H. Versteeg
B. E. Brown

RECEIVED

FOR FILING

7251

DATE March 28, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
   Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
   Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
   Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County Roadside Improvement Project

   Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

   Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
   Grade, Pave, Structure and Sign Project

   Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
   Grade and Pave Project

   Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
   Grade and Pave (Co-op.) Project

   Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
   Grade, Pave and Structure Project

   Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
    Grade, Pave, Signals and Illumination Project

    Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders.. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Meander) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

3-17-72

TRANSACTION NUMBER 3-46

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. ASBURY'S MARCH

TITLE: ASSISTANT PROGRAMING

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 513 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	W
513	F-157(13)	0.55	183,000	116,290	5TH ST. - OAK ST. SECTION (PHOENIX)	GRAD HIG

3-23-72

Young

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-17-72	FOR: R. E. SIMPSON, DIVI

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in
tion on the part of the Federal Government to provide Federal funds for the undertaking.

TRANSACTION NUMBER 3-46

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT OREGON	DATE 3-17-72
BY (Signature) MR. ASBURY'S MARCH 8, 1972 LETTER	
TITLE ASSISTANT PROGRAMING ENGINEER	

ASS OF FEDERAL FUNDS
AI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 2
ITEM NOS. 513 THRU ____

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
0.55	183,000	116,290	5TH ST. - OAK ST. SECTION (PHOENIX)	GRADE, DRAIN AND HIGH TYPE PAVEMENT.

3-23-72
Young

RECOMMENDED	APPROVED	
TURE AND TITLE	DATE 3-17-72	SIGNATURE AND TITLE FOR: R. E. SIMPSON, DIVISION ENGINEER

rization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
Government to provide Federal funds for the undertaking.

GPO 927-954

7740 Sodaville Rd.-Vail Creek Section, 1972
on Santiam Hwy., SW of Lebanon
(Grading & paving)

C&A 4407 1-12-72
C&A 4582 9-29-72

RR 744 4-23-73
12-13-73

FROM

MIKE HOLLERN

8-8-75

George -

I assume our legal staff handles these.

Mike

RECEIVED
AUG 12 1975
OFFICE
DIRECTOR of TRANSPORTATION

FROM THE DESK OF

FLORENCE NEAVOLL
SECRETARY TO DIRECTOR
OF TRANSPORTATION

135 STATE HIGHWAY BUILDING
SALEM, OREGON 97310
TELEPHONE 378-6388

August 12, 1975

Mr. Hollern:

Just received in the morning mail from yo
the Summons and Complaint on the Housen c

Mr. Baldwin is away from the office today
however, I am hand delivering these papers
to Walt Barrie in our Legal Section for appropriate action.

Mr. Baldwin will return to the office on
Wednesday.

Florence

8-8-75

e our
ndles these.

Mike

ED

TATION

FROM THE DESK OF
FLORENCE NEAVOLL
SECRETARY TO DIRECTOR
OF TRANSPORTATION
135 STATE HIGHWAY BUILDING
SALEM, OREGON 97310
TELEPHONE 378-6388

August 12, 1975

Mr. Hollern:

Just received in the morning mail from you the Summons and Complaint on the Housen case.

Mr. Baldwin is away from the office today; however, I am hand delivering these papers to Walt Barrie in our Legal Section for appropriate action.

Mr. Baldwin will return to the office on Wednesday.

Florence

delivered
8-7-75

In the CIRCUIT Court of the State of Oregon

for the County of LINN

VEETA J. HOUSEN, Personal Representative of the Estate of Adrian Jacob Housen, Deceased,

Plaintiff

vs.

MORSE BROTHERS SAND AND GRAVEL COMPANY, INC., and Oregon State Highway Commission; Glenn L. Jackson, Commissioner; Robert L. Mitchell, Commissioner; Tom Walsh, Commissioner; Gordon Coleman, Commissioner; and Thadius B. Bruno, Commissioner, Michael P. Hollern, Commissioner and Fred W. Hill, Commissioner

Defendant

Civil
No. 42750
Alias
SUMMONS

To Defendants above-named
See "Attachment", attached hereto and made a part hereof

Brooks Scanlon

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.
If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county of the state, insert "20" days.

BAILEY, DOBLIE & BRUUN

GERALD C. DOBLIE
of Attorneys for Plaintiff

STATE OF OREGON, County of Multnomah)ss.

I, GERALD C. DOBLIE, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, Oregon,
dated the 1st day of August, 1975

of Attorneys for Plaintiff
(Gerald C. Doblie)

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:
You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant, See "Attachment"

~~and a copy of the within summons only upon the defendant~~

GERALD C. DOBLIE
of Attorneys for Plaintiff

BAILEY, DOBLIE, CENICEROS & BRUUN
ATTORNEYS FOR PLAINTIFF
2308 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201
TELEPHONE 221-0870

STATE OF OREGON, }
County of .... } ss.

I, ... (Name and Title) of .... County, Oregon hereby certify that the foregoing summons was delivered to me for service on the .... day of ...., 19...; that I served said summons within said county and state on the .... day of ...., 19...., ... on the within named defendant .... by delivering a copy thereof to the said defendant, and if more than one then to each of them, personally and in person; that I served the complaint in said cause, to which reference is made in said summons, on the following defendant .... at the same time and place on said day, by then and there personally delivering to and leaving with the defendants last named, and each of them, personally and in person, a copy of the complaint; that each copy of said summons and of said complaint so served was duly certified to be a true copy of the original thereof by one of the above named attorneys for the plaintiff in the said complaint.

That the defendant .... named in said summons cannot be found in the county last above mentioned.

....

....

Title.

By ....

Deputy.

"Attachment" (To Summons)

Veeta J. Housen, Personal Representative of the Estate of Adrian Jacob Housen, Deceased, v. Morse Brothers Sand and Gravel Company, Inc., et al. - Case #42750, Linn County Circuit Court

Defendants:

MULTNOMAH COUNTY

- Glenn L.Jackson
  c/o Pacific Power & Light
  920 Southwest 6th Avenue
  Portland, Oregon 97204

- Thadius B. Bruno
  500 Education Center Building
  270 Southwest Alder
  Portland, Oregon 97204

- Tom Walsh
  c/o Walsh Construction Company
  2839 Southwest Second Avenue
  Portland, Oregon 97201

- Robert L. Mitchell
  c/o Connecticut Mutual Life Insurance Company
  Suite #1015 Commonwealth Building
  421 Southwest Sixth Avenue
  Portland, Oregon

UMATILLA COUNTY

- Fred Hill
  208 Furnish Avenue
  Pendleton, Oregon 97801

"Attachment" (To Summons)
page two.

DESCHUTES COUNTY

- Michael P. Hollern
  c/o Brooks Scanlon, Inc.
  S. E. Wilson
  Bend, Oregon 97701

LANE COUNTY

- Gordon Coleman
  c/o Royal Crown Cola Bottling Company
  2344 West Seventh Place
  Eugene, Oregon 97402

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

VEETA J. HOUSEN,
Personal Representative of the
Estate of ADRIAN JACOB HOUSEN,
Deceased,

Plaintiff,

v.

MORSE BROTHERS SAND AND GRAVEL
COMPANY, INC., and OREGON STATE
HIGHWAY COMMISSION;
GLENN L. JACKSON, Commissioner,
ROBERT L. MITCHELL, Commissioner,
TOM WALSH, Commissioner,
GORDON COLEMAN, Commissioner,
MICHEAL P. HOLLERN, Commissioner,
FRED W. HILL, Commissioner, and
THADIUS B. BRUNO, Commissioner,

Defendants.

No. 42750

AMENDED COMPLAINT

Plaintiff alleges:

I.

Plaintiff is the duly appointed, qualified and acting personal representative of the Estate of Adrian Jacob Housen, deceased; said Adrian Jacob Housen left surviving him a spouse and minor children.

II.

During all material times, defendants Glenn L. Jackson, Robert L. Mitchell, Tom Walsh, Gordon Coleman, Micheal P. Hollern, Fred W. Hill and Thadius B. Bruno are and were the duly appointed, qualified and acting members of the Oregon State Highway Commission.

III.

During all material times, defendant Oregon State

Highway Commission has had and now has statutorily delegated authority and jurisdiction over the planning, design, construction, maintenance and supervision of construction of State highways constituting the Oregon State Highway system.

IV.

During all material times, defendant Morse Brothers, Inc. was and is an Oregon corporation.

V.

In accordance with O.R.S. 30.275, plaintiff gave notice of this claim to the defendant, State Highway Commission, within 180 days from the time of the occurence hereinafter described.

VI.

Prior to August 8, 1972, defendant Commissioners entered into a contractual agreement with defendant Morse Brothers on behalf of the defendant Highway Commission for highway construction on the Vail Creek section of Highway 20, including that portion of highway described below in paragraph VII and provided defendant Morse Brothers with construction drawings and specifications. The contract included the following provisions:

> "Section 107 - Legal Relations and Responsibility to the Public
>
> 107.13 Fencing, Protection of Stock, Safeguarding of Excavations - . . . The contractor shall provide such safeguards and protections around and in the vicinity of the excavations he makes as may be necessary to prevent and avoid the occurrence of damage, loss, injury and death to property, animals and persons because of such excavations. Liability for any such damage, loss, injury or death shall rest with the contractor."

> "107.18 Public Safety and Convenience - The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or the employees of either in the performance of the work to be done under the contract.
>
> The contractor shall at all times so conduct his work as to insure the least possible obstruction or hazard to traffic. The convenience of the general public and the residents along the highway and the protection of persons and property is of prime importance and shall be provided for by the contractor in an adequate and satisfactory manner."

VII.

Pursuant to said contract with the State of Oregon, defendant Morse Brothers was engaged in road construction on August 8, 1972, at a location within Linn County, where Highway 20 proceeds in a generally easterly and westerly direction and at a point approximately 4/10's of a mile west of Waterloo Road, near milepost 18.2, had removed the road surface, causing the area where Highway 20 formerly had been to be rough, irregular and pitted and had constructed a detour to the northerly side of the construction area.

VIII.

On August 8, 1972, Adrian Jacob Housen was operating his motor vehicle in a westerly direction on Highway 20, when said vehicle was driven over that section of Highway 20 where defendant had removed the road surface and the vehicle collided with the rough, irregular and pitted construction area and an embankment on the southerly side of Highway 20, causing the death of Adrian Jacob Housen.

IX.

At all times herein mentioned, defendant Oregon State Highway Commission: Glenn L. Jackson, Robert L. Mitchell, Tom Walsh, Gordon Coleman, Micheal P. Hollern, Fred W. Hill and Thadius B. Bruno, acting through their employees, were negligent in one or more of the following particulars:

1. In failing to design a system of warnings to inform the plaintiff's deceased of the dangerous conditions of the highway which were:

A. That the highway surface had been removed from the highway.

B. That the area where Highway 20 had been located prior to August 8, 1972 was closed to motor vehicular traffic.

C. That there was a temporary detour on the northerly side of the location of the former highway.

D. That the highway that had formerly been straight, turned abruptly in a northerly direction.

E. That the highway detour could not be safely traveled without a reduction of speed.

2. In failing to design a barricade to prevent the entry of a motor vehicle into the area of the highway on which the road surface had been removed.

3. In failing to design a system of light to illuminate the construction area and detour.

4. In failing to design a system of warnings and barricades as required by the National Manual on Uniform Traffic Control Devices for

Streets and Highways.

5. In assuming the responsibility of supervising the installation of a marking system and failing to require a system of adequate warnings.

X.

At all times herein mentioned, defendants Morse Brothers, Inc., acting by and through their employees, were negligent in one or more of the following particulars:

1. In failing to design a system of warnings to inform the plaintiff's deceased of the dangerous conditions of the highway which were:

A. That the highway surface had been removed from the highway.

B. That the area where Highway 20 had been located prior to August 8, 1972 was closed to motor vehicular traffic.

C. That there was a temporary detour on the northerly side of the location of the former highway.

D. That the highway that had formerly been straight, turned abruptly in a northerly direction.

E. That the highway detour could not be safely traveled without a reduction of speed.

2. In failing to provide a system of warnings to inform the plaintiff's deceased of the conditions of the highway, which were:

A. That the highway surface had been removed from the highway.

B. That the area where Highway 20 had been located prior to August 8, 1972 was closed to motor vehicular traffic.

C. That there was a temporary detour on the northerly side of the location of the former highway.

D. That the highway that had formerly been straight, turned abruptly in a northerly direction.

E. That the highway detour could not be safely traveled without a reduction of speed.

3. In failing to design a barricade to prevent the entry of a motor vehicle into the area of the highway on which the road surface had been removed.

4. In failing to provide a barricade to prevent the entry of a motor vehicle into the area of the highway on which the road surface had been removed.

5. In failing to design a system of light to illuminate the construction area and detour.

6. In failing to provide lighting to illuminate the area of construction and detour.

7. In failing to design a system of warnings and barricades as required by the National Manual on Uniform Traffic Control Devices for Streets and Highways.

8. In failing to provide signs and barricades to warn traffic approaching the construction area as required by the National Manual on Uniform Traffic Control Devices for Streets and Highways.

XI.

As a result of the negligence of the defendants, and each of them, of one or more of the particulars heretofore alleged, the plaintiff' decedent sustained injuries resulting in his death, on or about August 8, 1972. The decedent's spouse and minor children sustained loss of financial assistance, including loss of the decedent's care and attention to the physical, moral and educational welfare of his minor children, loss of household services and benefits to the spouse, which might reasonably have been expected had the decedent not been killed, in the sum of $150,000.00; that, in addition, ambulance, medical and funeral expenses necessarily incurred in the sum of $1, 369.60.

WHEREFORE, plaintiff's decedent demands judgment against the defendants, and each of them, in the sum of $150,000.00 general damages included herein, plus the further sum of $1,369.60 for ambulance, medical and funeral expenses.

BAILEY, DOBLIE AND BRUUN

By____________________
Gerald C. Doblie
Of Attorneys for Plaintiff

CERTIFIED TO BE A TRUE COPY

____
GERALD C. DOBLIE

VERIFICATION

STATE OF OREGON, County of Multnomah *ss.*

I, GERALD C. DOBLIE *being first duly sworn, say that I am the* Attorney for plaintiff Veeta J. Housen *and that the foregoing* Amended Complaint *is true as I verily believe.* And that I make this verification with the full consent and authority of the plaintiff, and on the grounds that plaintiff does not reside within said county.

Subscribed and sworn to before me August 1, *19*75

Murray

NOTARIAL SEAL

Notary Public for Oregon.
My Commission expires 8-3-76

CERTIFICATE — TRUE COPY — WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of .... *is a correct copy of the original. That the said* .... *in my opinion is well founded in law.*

Dated ...., *19*......

Of Attorneys for ....

ACCEPTANCE OF SERVICE

Due service of the within .... *is hereby accepted in* .... *County, State of* ...., *on* ...., *19*......, *by receiving a duly certified copy thereof.*

Of Attorneys for ....

CERTIFICATES OF SERVICE

PERSONAL

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for the* .... *by personally delivering to him a correct copy thereof.*

Of Attorneys for ....

AT OFFICE

I certify that on ...., *19*......, *I served the within* .... *on* .... *attorney of record for the* ...., *during his absence from his office by leaving a correct copy thereof with his clerk therein, or with a person having charge thereof, at* ...., *Oregon.*

Of Attorneys for ....

MAILING

I hereby certify that I served the foregoing Amended Complaint *on* Asa L. Lewelling, *attorney(s) for* Defendants *on* August 1, *19*75, *by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit:* 1001 Capitol Tower, Salem, Oregon 97301 ---- *and deposited in the post office at* Portland, *Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U. S. Mail.*

Dated AUGUST 1, *19*75.

Of Attorneys for Plaintiff

BAILEY, DOBLIE and BRUUN
Attorneys at Law
2303 First National Bank Tower
Portland, Oregon 97201

ATTORNEY'S NAME, ADDRESS AND TELEPHONE NUMBER

BACKING SHEET

NOTE: See ORS 16.790(2). If the copy of the document named in the above certificate of mailing was mailed to an address other than the attorney's "regular office address," delete, by lining out, the words "regular office address, to-wit:", and state the address to which the document was mailed and the reason therefor.

TC

#7710 8-6-75 15

75 7438

In the CIRCUIT Court of the State of Oregon

for the County of LINN

VEETA J. HOUSEN, Personal Representative of the Estate of Adrian Jacob Housen, Deceased,

Plaintiff

vs.

MORSE BROTHERS SAND AND GRAVEL COMPANY, INC., and Oregon State Highway Commission; Glenn L. Jackson, Commissioner; Robert L. Mitchell, Commissioner; Tom Walsh, Commissioner; Gordon Coleman, Commissioner; and Thadius B. Bruno, Commissioner, Michael P. Hollern, Commissioner and Fred W. Hill, Commissioner

Defendant

Civil
No. 42750
Alias
SUMMONS

To Defendants above-named
See "Attachment", attached hereto and made a part hereof

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county of the state, insert "20" days.

BAILEY, DOBLIE & BRUUN

/s/ Gerald C. Doblie

of *Attorneys for Plaintiff*

STATE OF OREGON, County of Multnomah)ss.

I, LARRY K. BRUUN, *one of plaintiff's attorneys, do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, *Oregon,*
dated the 6th *day of* August, *19* 75

Larry K. Bruun
of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant, See "Attachment"

[illegible]

RECEIVED
STATE HWY ENGR
AUG 1 4 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

/s/Gerald C. Doblie
of Attorneys for Plaintiff

4pm
by
[illegible]

orig Ex
Battie
8-14

BAILEY, DOBLIE, CENICEROS & BRUUN
ATTORNEYS FOR PLAINTIFF
2308 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201
TELEPHONE 221-0870

PAGE 1—SUMMONS

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS.
TK STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

County of ....

I, ...(Name and Title) of ....County, Oregon hereby certify that the foregoing summons was delivered to me for service on the .... day of ...., 19......; that I served said summons within said county and state on the .... day of ...., 19 ....., ...on the within named defendant .... by delivering a copy thereof to the said defendant, and if more than one then to each of them, personally and in person; that I served the complaint in said cause, to which reference is made in said summons, on the following defendant .... at the same time and place on said day, by then and there personally delivering to and leaving with the defendants last named, and each of them, personally and in person, a copy of the complaint; that each copy of said summons and of said complaint so served was duly certified to be a true copy of the original thereof by one of the above named attorneys for the plaintiff in the said complaint.

That the defendant .... named in said summons cannot be found in the county last above mentioned.

....

....
Title.

By ....
Deputy.

"Attachment" (To Summons)

Veeta J. Housen, Personal Representative of the Estate of Adrian Jacob Housen, Deceased, v. Morse Brothers Sand and Gravel Company, Inc., et al. - Case #42750, Linn County Circuit Court

Defendants:

MULTNOMAH COUNTY

- Glenn L.Jackson
  c/o Pacific Power & Light
  920 Southwest 6th Avenue
  Portland, Oregon 97204

- Thadius B. Bruno
  500 Education Center Building
  270 Southwest Alder
  Portland, Oregon 97204

- Tom Walsh
  c/o Walsh Construction Company
  2839 Southwest Second Avenue
  Portland, Oregon 97201

- Robert L. Mitchell
  c/o Connecticut Mutual Life Insurance Company
  Suite #1015 Commonwealth Building
  421 Southwest Sixth Avenue
  Portland, Oregon

UMATILLA COUNTY

- Fred Hill
  208 Furnish Avenue
  Pendleton, Oregon 97801

"Attachment" (To Summons)
page two.

DESCHUTES COUNTY

- Michael P. Hollern
  c/o Brooks Scanlon, Inc.
  S. E. Wilson
  Bend, Oregon 97701

LANE COUNTY

- Gordon Coleman
  c/o Royal Crown Cola Bottling Company
  2344 West Seventh Place
  Eugene, Oregon 97402

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF LINN

VEETA J. HOUSEN, Personal Representative of the Estate of ADRIAN JACOB HOUSEN, Deceased, Plaintiff, v. MORSE BROTHERS SAND AND GRAVEL COMPANY, INC., and OREGON STATE HIGHWAY COMMISSION; GLENN L. JACKSON, Commissioner, ROBERT L. MITCHELL, Commissioner, TOM WALSH, Commissioner, GORDON COLEMAN, Commissioner, MICHEAL P. HOLLERN, Commissioner, FRED W. HILL, Commissioner, and THADIUS B. BRUNO, Commissioner, Defendants.	No. 42750 AMENDED COMPLAINT

Plaintiff alleges:

I.

Plaintiff is the duly appointed, qualified and acting personal representative of the Estate of Adrian Jacob Housen, deceased; said Adrian Jacob Housen left surviving him a spouse and minor children.

II.

During all material times, defendants Glenn L. Jackson, Robert L. Mitchell, Tom Walsh, Gordon Coleman, Micheal P. Hollern, Fred W. Hill and Thadius B. Bruno are and were the duly appointed, qualified and acting members of the Oregon State Highway Commission.

III.

During all material times, defendant Oregon State

Highway Commission has had and now has statutorily delegated authority and jurisdiction over the planning, design, construction, maintenance and supervision of construction of State highways constituting the Oregon State Highway system.

IV.

During all material times, defendant Morse Brothers, Inc. was and is an Oregon corporation.

V.

In accordance with O.R.S. 30.275, plaintiff gave notice of this claim to the defendant, State Highway Commission, within 180 days from the time of the occurence hereinafter described.

VI.

Prior to August 8, 1972, defendant Commissioners entered into a contractual agreement with defendant Morse Brothers on behalf of the defendant Highway Commission for highway construction on the Vail Creek section of Highway 20, including that portion of highway described below in paragraph VII and provided defendant Morse Brothers with construction drawings and specifications. The contract included the following provisions:

> "Section 107 - Legal Relations and Responsibility to the Public
>
> 107.13 Fencing, Protection of Stock, Safeguarding of Excavations - . . . The contractor shall provide such safeguards and protections around and in the vicinity of the excavations he makes as may be necessary to prevent and avoid the occurrence of damage, loss, injury and death to property, animals and persons because of such excavations. Liability for any such damage, loss, injury or death shall rest with the contractor."

> "107.18 Public Safety and Convenience - The contractor shall be responsible for all damages to property, injury to persons, and loss, expense, inconvenience, and delay that may be caused by or that may result from any act, omission, or neglect of the contractor, his subcontractors, or the employees of either in the performance of the work to be done under the contract.
>
> The contractor shall at all times so conduct his work as to insure the least possible obstruction or hazard to traffic. The convenience of the general public and the residents along the highway and the protection of persons and property is of prime importance and shall be provided for by the contractor in an adequate and satisfactory manner."

VII.

Pursuant to said contract with the State of Oregon, defendant Morse Brothers was engaged in road construction on August 8, 1972, at a location within Linn County, where Highway 20 proceeds in a generally easterly and westerly direction and at a point approximately 4/10's of a mile west of Waterloo Road, near milepost 18.2, had removed the road surface, causing the area where Highway 20 formerly had been to be rough, irregular and pitted and had constructed a detour to the northerly side of the construction area.

VIII.

On August 8, 1972, Adrian Jacob Housen was operating his motor vehicle in a westerly direction on Highway 20, when said vehicle was driven over that section of Highway 20 where defendant had removed the road surface and the vehicle collided with the rough, irregular and pitted construction area and an embankment on the southerly side of Highway 20, causing the death of Adrian Jacob Housen.

IX.

At all times herein mentioned, defendant Oregon State Highway Commission: Glenn L. Jackson, Robert L. Mitchell, Tom Walsh, Gordon Coleman, Micheal P. Hollern, Fred W. Hill and Thadius B. Bruno, acting through their employees, were negligent in one or more of the following particulars:

1. In failing to design a system of warnings to inform the plaintiff's deceased of the dangerous conditions of the highway which were:

A. That the highway surface had been removed from the highway.

B. That the area where Highway 20 had been located prior to August 8, 1972 was closed to motor vehicular traffic.

C. That there was a temporary detour on the northerly side of the location of the former highway.

D. That the highway that had formerly been straight, turned abruptly in a northerly direction.

E. That the highway detour could not be safely traveled without a reduction of speed.

2. In failing to design a barricade to prevent the entry of a motor vehicle into the area of the highway on which the road surface had been removed.

3. In failing to design a system of light to illuminate the construction area and detour.

4. In failing to design a system of warnings and barricades as required by the National Manual on Uniform Traffic Control Devices for

prior to August 8, 1972 was closed to motor vehicular traffic.

C. That there was a temporary detour on the northerly side of the location of the former highway.

D. That the highway that had formerly been straight, turned abruptly in a northerly direction.

E. That the highway detour could not be safely traveled without a reduction of speed.

3. In failing to design a barricade to prevent the entry of a motor vehicle into the area of the highway on which the road surface had been removed.

4. In failing to provide a barricade to prevent the entry of a motor vehicle into the area of the highway on which the road surface had been removed.

5. In failing to design a system of light to illuminate the construction area and detour.

6. In failing to provide lighting to illuminate the area of construction and detour.

7. In failing to design a system of warnings and barricades as required by the National Manual on Uniform Traffic Control Devices for Streets and Highways.

8. In failing to provide signs and barricades to warn traffic approaching the construction area as required by the National Manual on Uniform Traffic Control Devices for Streets and Highways.

XI.

As a result of the negligence of the defendants, and each of them, of one or more of the particulars heretofore alleged, the plaintiff's decedent sustained injuries resulting in his death, on or about August 8, 1972. The decedent's spouse and minor children sustained loss of financial assistance, including loss of the decedent's care and attention to the physical, moral and educational welfare of his minor children, loss of household services and benefits to the spouse, which might reasonably have been expected had the decedent not been killed, in the sum of $150,000.00; that, in addition, ambulance, medical and funeral expenses necessarily incurred in the sum of $1, 369.60.

WHEREFORE, plaintiff's decedent demands judgment against the defendants, and each of them, in the sum of $150,000.00 general damages included herein, plus the further sum of $1,369.60 for ambulance, medical and funeral expenses.

BAILEY, DOBLIE AND BRUUN

By ____________________
Gerald C. Doblie
Of Attorneys for Plaintiff

I HEREBY CERTIFY THAT THE FOREGOING IS A TRUE COPY OF THE ORIGINAL THEREOF.

Larry K. Bruun
Attorneys For Plaintiff

VERIFICATION

STATE OF OREGON, County of Multnomah ss.

I, GERALD C. DOBLIE being first duly sworn, say that I am the Attorney for plaintiff Veeta J. Housen and that the foregoing Amended Complaint is true as I verily believe. And that I make this verification with the full consent and authority of the plaintiff, and on the grounds that plaintiff does not reside within said county.

[illegible]ALD C. DOBLIE

Subscribed and sworn to before me 8-1-, 1975

/s/ Dwayne R. Murray

NOTARIAL
SEAL

Notary Public for Oregon.
My Commission expires 8-3-76

CERTIFICATE — TRUE COPY — WELL FOUNDED IN LAW

I hereby certify that the foregoing copy of Amended Complaint is a correct copy of the original. That the said Amended Complaint in my opinion is well founded in law.

Dated August 1, 1975

Of Attorneys for Plaintiff

ACCEPTANCE OF SERVICE

Due service of the within .... is hereby accepted in .... County, State of ...., on ...., 19......, by receiving a duly certified copy thereof.

Of Attorneys for ....

CERTIFICATES OF SERVICE

PERSONAL

I certify that on ...., 19......, I served the within .... on .... attorney of record for the .... by personally delivering to him a correct copy thereof.

Of Attorneys for ....

AT OFFICE

I certify that on ...., 19......, I served the within .... on .... attorney of record for the ...., during his absence from his office by leaving a correct copy thereof with his clerk therein, or with a person having charge thereof, at ...., Oregon.

Of Attorneys for ....

MAILING

I hereby certify that I served the foregoing Amended Complaint on Asa L. Lewelling attorney(s) for Defendants on August 1, 1975, by mailing to said attorney(s) a correct copy thereof, certified by me as such, contained in a sealed envelope, with postage paid, addressed to said attorney(s) at his or their regular office address, to-wit: 1001 Capitol Tower, Salem, Oregon 97301 and deposited in the post office at Portland, Oregon, on said day. Between the said post office and the address to which said copy was mailed, there is a regular communication by U. S. Mail.

Dated August 1, 1975.

/s/ Cerald C. Doblie
Of Attorneys for Plaintiff

BAILEY, [illegible]
[illegible]
2308 [illegible]
Portland, Oregon [illegible]

ATTORNEY'S NAME, ADDRESS AND TELEPHONE NUMBER

BACKING SHEET

NOTE: See ORS 16.790(2). If the copy of the document named in the above certificate of mailing was mailed to an address other than the attorney's "regular office address," delete, by lining out, the words "regular office address, to-wit:", and state the address to which the document was mailed and the reason therefor.

TC

FORM No 100½— STEVENS-NESS LAW PUBLISHING CO., PORTLAND, OR. 97204

7740

STATE COPY

cc: OSHD (H S Cou..er)
Wash DC (HRO-32)

10-2-74

U.S. I RTMENT OF TRANSPORTATION
FEL AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 9	COUNTY Linn	DIVISION Oregon
DATE OF REPORT October 2, 1974	REPORT MADE BY P. V. Riedl, Area Engineer		PROJECT NO. F-196(27)
COMPLETION DATE July 7, 1973	ACCEPTANCE DATE BY CONTRACT AGENCY September 20, 1973	TIME ELAPSED %	CONTRACT TIME 150 cal. workdays
APPROVED EXTENSIONS 40 days	LOCATION 1.6 mi. southwest of Lebanon, Oregon on Santiam Highway		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
OCT 09 1974
Washington

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
Grading and Paving

The project is located on the Santiam Highway approximately 1.6 miles southwest of Lebanon in Linn County.

The work consisted of 1.5 miles of roadbed grading, treated subgrade, treated base mixture and asphalt concrete pavement.

The project was completed on July 7, 1973 using 219 calendar days. The project was set up for 150 days. The Highway Division has approved an extension of time to cover the 69 days. Our review justified 40 days as eligible for Federal participation.

The final cost of the project was $740,000±, which is a 13% underrun.

RECEIVED
1974

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by P. V. RIEDL P. V. Riedl		SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
TITLE Area Engineer	DATE 10-9-74	TITLE District Engineer	DATE OCT 09 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

September 12, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. F-196(27)

SUBJECT Request Federal-aid Project Acceptance

Contract 7740, Work Completed July 7, 1973

Project Sodaville Rd.-Vail Creek

Highway Santiam

County Linn

Acceptance: Transportation Commission December 20, 1973

Federal Highway Administration July 7, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498

VG:js

cc: V. E. Skoog

7740

March 12, 1974

General Insurance Co. of America
Portland Service Office
1500 S.W. First
Portland, OR 97201

Gentlemen:

A post-final payment for $10,350 will be made to Morse Bros., Inc., on Contract No. 7740 for work on the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $755,756.10 including the post-final payment. Of the total, $13,749 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

js

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

R 7140

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 4, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project No. F-196(27)
Sodaville Road-Vail Creek Section
Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter

Your request for a reevaluation of the time extension request of January 8, 1974 in which we approved 28 days has been considered.

The explanation furnished in your February 22, 1974 letter is justification for this additional time and we therefore concur in a 12 day extension of time making a total of 40 days eligible for Federal participation.

G. L. Green

G. L. Green

NOTED
A. E. JOHNSON

MAR 5 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 5'74
REFER TO
Coulter
FOR
Sign
Act ✓
File

3-5-74
[illegible]

NOTED
H.S.COULTER

FORM E-30 (REV. 10-69)

RECEIVED
JAN 8 1974
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 3, 1974

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Sodaville Road-Vail Creek Section
Contract No. 7740
Time Extension

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

Morse Bros., Inc. requested a 57-day extension of contract time because of early delay to grading awaiting pole line relocation, added orders and restaking in two areas. Bids on this project were opened April 27, 1972 (two bidders) with 150 calendar workdays allowed. This was a four laning project on existing alignment which required two stages under traffic and the contract amount was $852,795. The contract time was deliberately set quite close or minimal on this project in an effort to get it accomplished in the one season. There was no logical way to break out a first season early phase completion requirement.

The contractor started work early before the start of the contract time count. Three utilities were involved in pole line relocation work, Pacific Northwest Bell, Consumers Power and PP & L. Some of this utility work had to be done in sequence. Pacific Bell started their work promptly to get out of the way of PP & L, which then had to get their service completely re-established on new poles before they could remove the old poles.

From May 5 to July 10, the contractor employed up to 13 people on the work that was available. On three different weeks during this interval of time, the resident engineer noted on the weekly reports that the pole line work was holding up grading, although the utility relocations were under way. The contractor started grading promptly when the areas were available on July 10 and expanded his work force thereafter for the rest of the season to from 20 to 27 people. By July 10, some 46 days, or 31% of the contract time had elapsed. Only 3% of the contract had been performed and no grading was done until that date. The contractor could reasonably have expected up to a couple weeks delay on utilities at the very beginning of the job but at least the 30 days as recommended by the Region on this reason is reasonable. The 7 days recommended by the resident engineer and Region for delay while earthwork was restaked on a curve in mid-July is also recommended.

The project was opened on base lift paving to full four-lane use November 15, 1972 (this was the 170th day counted). The contractor worked on into December and the project was then placed under a shut down until good paving weather in June of 1973 allowed reactivating to place the top lift pavement. The last 13 days counted from June 24 up to the completion date of record July 7, 1973, is also recommended for extension. Some culvert work was added very late which was done during this time and also the seeding and mulching which was delayed by the State. A late decision was made to allow the contractor to go ahead and complete the seeding and mulching in late June and July, instead of waiting for a fall planting time. Six added orders, Price Agreements 3, 6 and 7 and Extra Work Orders 3, 5 and 7 justify 11 days according to Resident Engineer on a specific time basis. These orders amount to $8,650.

The above reasons amount to 61 days. I believe we could justify the remaining 7 by the influence of trading poorer late fall days for the May, June and July days attributable to the utilities and staking change referred to above. The engineering costs on this project, even though it continued into a second season, overran only about $500. I therefore recommend a 69-day extension, which will eliminate all liquidated damages at $150 a day, or $10,350.

This was a primary Federal-aid project. Rough draft letters to FHWA, the Commission and the contractor are attached.

JAB:fr

Attach.

cc: V. L. Gallagher

7740

5

February 25, 1974

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7740 for grading and paving work on the Sodaville Road-Vail Creek Section of the South Santiam Highway in Linn County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, an extension of 69 days is granted. This is because of early delay to grading awaiting pole line relocation, restaking in two areas and added orders and will eliminate all liquidated damages on this project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: C. W. Head
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
V. L. Gallagher
C. O. Fredrickson

JAB:fr dpy

E-320 (Rev.)—5M—9-64

RECEIVED
2 1973
KEATS OLIVER
RES. ENGR.

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 26, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 207 days, within which to complete our Contract No. 7740, without the assessment of liquidated damages. The said contract is described as follows:

Sodaville Rd.-Vail Creek Section Highway 20

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

MORSE BROS., INC.
Contractor

By F W Morse

CONSENT OF SURETY

Date ...., 19......

We, ...
...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7740 Contractor Morse Bros., Inc

Highway South Santiam Highway

Section Sodaville Road - Vail Creek

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

It is recommended that an extension of 69 days be granted because of early delay to grading awaiting pole line relocation, restaking in two areas and added orders.

Recommended for Approval:

Division Engineer

Adm. Construction Engineer or ~~Bridge Engineer~~

State Highway Engineer

Contract No. 7740
Project designation F-196 (27) State-Federal
Date awarded May 4, 1972
Work started May 5, 1972
Per cent completed 100 July 7, 1973 Date
No. of Calendar workdays Allowed. 150
No. of Calendar workdays used. 219
No. of Added calendar workdays Requested 57

SP*6306-734

7740 5

February 22, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Sodaville Road-Vail Creek Section
F.A. Project No. F-196(27)
Contract No. 7740
Time Extension

Your February 13 response to our request for concurrence in a time extension on this project does not mention the last days counted in the contract time which we recommended for extension (from June 25 to July 7, 1973--referred to as thirteen days; twelve is correct).

All paving was completed by June 18, sign posts were installed, cleanup was completed, and temporary signing was removed on June 25. About the only work performed after that time was installation of 200 feet of 12-inch pipe at Station 1010+20, a late added item of work, and seeding and mulching which the State had earlier requested be delayed until fall.

Your concurrence is requested in an additional 12-day extension in addition to the 28 days you have approved, making a total of 40 days eligible for federal participation.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

February 21, 1974

FILE:

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Sodaville Rd.-Vail Creek
Contract No. 7740
Time Extension

FHWA has concurred in only 28 days of our request for a 69-day time extension on this project. I have just discussed this with the Area Engineer and find that FHWA did apparently overlook the 13 days which we recommended for the last days counted when late added culvert work and the rescheduled seeding and mulching were done. FHWA will reconsider these 13 days (and I find it should be 12 days) and a letter to them requesting this is attached. In the meantime, I recommend that the State grant the contractor the full 69-day extension which would eliminate all liquidated damages, even though part of it would have to be on a nonparticipating basis. This was a primary Federal-aid project, so the loss of participation on $6,150.00 or hopefully, only $4,350.00 (assuming FHWA will concur in another 12 days) on this project would really make no difference in our overall federal funding.

The FHWA position on the utility delay is well-founded, being based on our statement in the last paragraph of our May 9, 1972 request to them for concurrence in award. A copy of this is attached.

A response to the contractor on this request is overdue. I strongly recommend that a 69-day extension be processed now.

JAB:fr

Approved 2/21/74
H S Coulter
ASST. STATE HWY. ENGR.

Att.

cc: V. L. Gallagher

FEB 21 1974
Office of
Assistant State Highway Engineer

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 13, 1974

In reply refer to: 10-41-B2

SUBJECT: Oregon Project F-196(27)
Sodaville Road-Vail Creek Section
Time Extension

FROM : Vernon V. Cusack, Acting Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. H. S. Coulter

We have reviewed your request for a time extension on the subject project. The time requested for the period of delays due to utility relocation cannot be used as justification for an extension of time. The concurrence in award letter of May 1972 states that the utility work will not conflict with the construction operations.

We do however concur in the 11 day time request for the price agreements and extra work orders and the 17 days charged during the period of November 13 to December 1.

We therefore concur in a total of 28 days extension of time.

G. K. Hosner
for Vernon V. Cusack

PVR:ch

RECEIVED
FEB 15 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
FEB 15 '74
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R			File

NOTED
A. E. JOHNSON

9
28
7

2-15-74
cy

Recommend non participation
for time we cont. from
FHWA. — Delay was beyond control
of contractor. — No total loss to
State. — HSC

7740

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 22, 1974

Oregon Transportation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

1g

Indentures of Access
January 30, 1974 Commission Meeting

Indentures of access approved and executed by the Administrator and State Highway Engineer pursuant to Oregon Transportation Commission Delegation Order No. 1 are as follow:

See tran

Copy in Minutes

To change the recorded access reservation to the location actually constructed by the State: [illegible]

ALDER CREEK-WILDWOOD SECTION / MT. HOOD HIGHWAY CLACKAMAS COUNTY

File 32987 - Warren C. & Florence G. Brown (approved by Mr Klaboe on 12-18-73)

File 33076 - Donald & Betty Root and John D. Bopp (approved by Mr Klaboe on 1-4-74)

To change the recorded access reservation to a different location at the request of the owner: on the S

SODAVILLE RD.-VAIL CRK. SECTION / the SANTIAM HIGHWAY in LINN COUNTY

File 46090 - Ernestine V. Smith (approved by Mr Klaboe on 12-18-73)

These items will appear on the January 30 agenda for your information.

cc George M. Baldwin
C. W. Head
F. B. Klaboe
Gary Sund

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 17, 1973

FILE:

FROM: Ruth Keller, Administrative
Assistant R/W Office

TO: F. B. Klaboe
Administrator and State
Highway Engineer

SUBJECT: Indenture of Access
forms for your signature

12-18-73 Signed
by Klaboe

Attached for your approval and signature are the following Indenture of Access forms together with the usual packet of information.

ALDER CREEK-WILDWOOD SECTION MT. HOOD HIGHWAY CLACKAMAS COUNTY

File 32987 - Warren C. & Florence G. Brown
FHWA approved March 29, 1973

As Constructed Engineer's Station	Eliminate Rights Engineer's Station
491+74	491+60

SODAVILLE RD.-VAIL CRK. SECTION SANTIAM HIGHWAY LINN COUNTY

File 46090 - Ernestine V. Smith
FHWA approved November 7, 1973

To Be Constructed Engineer's Station	Eliminate Rights Engineer's Station
993+62	993+80

Please return the signed documents to me for completion.

vc
Enc.

cc: C. W. Head ✓
Judy Peterson

7140

January 22, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Project No. F-196(26)
Sodaville Rd.-Vail Creek Section

Our letter of August 16, 1973 forwarded for your approval four copies of a fully executed easement agreement between the Oregon Electric Railway and the Oregon State Highway Division on the subject project. It has since been discovered that the exhibit map attached to this agreement was in error and did not reflect the final easement conditions. We are therefore enclosing three copies of the correct exhibit map which should be substituted for the map attached to your copies of the easement agreement.

Attach.

CL:dgk

5

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 17, 1974
Salem, OR 97310

SUBJECT: Easement Indenture
Sodaville-Vail Cr. Section
Santiam Highway
Linn County
FAP No. F-196(27)
Contract No. 7740
R/W File: 46991

To: J. B. Boyd
Right of Way Engineer

BUILDING

Enclosed is the Easement granted to the Oregon State Highway Commission by the Oregon Electric Railway Co., covering the permanent easement on the Sodaville-Vail Creek Section of the Santiam Highway in Linn County. This easement has been fully-executed by the Oregon State Highway Commission and the Oregon Electric Railroad, and has been recorded in Volume 69, Pages 544 - 555, inclusive, of the Linn County records.

While reviewing some information, Mr. Sollis came across the fact that the exhibit map in the Easement Indenture and the exhibit map contained in the Construction-Maintenance Agreement between the two parties were not the same. Upon review of these two exhibit maps, it was discovered that the exhibit map contained in the Easement Indenture was an earlier map and did not reflect the final easement conditions. As a result, I contacted the Burlington Northern Inc. and advised them of this descrepancy, and they have sent me the correct map to be included in the Easement Indenture. This map has been reviewed by me and found to be in conformance with the descriptions contained in the Easement Indenture. As a result, it will be necessary to have the Easement re-recorded by the Linn County Clerk, so that the correct map will be in the records.

Please have this Easement Indenture re-recorded in Linn County Records and advise me of the recording information so that I may inform Burlington Northern Inc.

J. E. Chidsey
Railroad and Utility Engineer

JEC:jly
Enc.

cc: H. S. Coulter
C. W. Head
C. T. Keasey
V. E. Skoog
R. N. Chase
J. L. Sollis
C. O. Frederickson
Keats Oliver
F. T. Lacey
J. W. Valentine

SP*52475-734

7740

bc: C. W. Head
J. T. Keasey
V. E. Skoog
J. B. Boyd
R. N. Chase
J. L. Sollis
C. O. Frederickson
Keats Oliver
F. T. Lacey
J. W. Valentine

STATE OF OREGON 1859

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 17, 1974

Burlington Northern Inc.
820 Central Bldg.
Seattle, WA 98104

Mr. Fred S. Wagner, Appraiser

Easement Indenture
Sodaville-Vail Cr. Section
Santiam Highway
Linn County
FAP No. F-196(27)
Contract No. 7740
R/W File: 46991
BN File: RE-149-Lebanon OR

Dear Sir:

Today I received the duplicate copies of the exhibit map which corrects the error on the exhibit map attached to the Easement Indenture for the Sodaville-Vail Creek Section of the Santiam Highway near Lebanon in Linn County.

I have reviewed these exhibit maps and find that they are in conformance with the exhibit map contained in the Construction-Maintenance Agreement between the Burlington Northern and the Oregon State Highway Division. I will substitute the exhibit map into the original indenture and have it sent to the Linn County Courthouse for re-recording. Upon re-recording, we will advise you as to the recording information for your records.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Burlington Northern - Portland
Burlington Northern - St. Paul

NOTED
C. W. HEAD

7740

January 8, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension
Sodaville Road-Vail Creek Section
Contract 7740
F. A. Project No. F-196(27)

Morse Brothers, Inc., has requested an extension of contract time because of early delay to grading awaiting pole line relocation, added orders, railroad work and restaking in two areas. Bids on this project were opened April 27, 1972 (two bidders), with 150 calendar workdays allowed. This was a four-laning project on existing alignment requiring two stages under traffic. The contract amount was $852,795. The contract time was set minimally on this project in an effort to get it accomplished in one season. The project was opened to full four-lane traffic November 15, 1972, but the top lift of paving was delayed until June 1973.

From May 5 to July 10, the contractor employed up to thirteen people on the work that was available. On three different weeks during this time, the resident engineer noted on the weekly reports that the pole line work was holding up grading, although the utility relocations were under way. The contractor started grading promptly when the areas were available on July 10 and expanded his work force thereafter for the remainder of the season from 20 to 27 people. By July 10, forty-six days, or 31% of the contract time had elapsed. Only 3% of the contract had been performed and no grading was done until that date. At least 30 days' extension for this reason is appropriate, plus some time for seasonal influence (cited later). Seven days are recommended by the region and the resident engineer for delay while earthwork was restaked on a curve in the Station 997-1008 area in mid-July.

The project was opened on base lift paving to full four-lane use November 15, 1972 (the 170th day counted). The contractor worked on into December and the project was then placed under a shut down order until good paving weather in June 1973 allowed reactivating to place the top lift pavement. The last 13 days counted (from June 24 to the completion date of record, July 7, 1973) are also recommended for extension. Some culvert work, added very late, was accomplished during this time as was the seeding and mulching which was delayed by the State. A late decision was made to allow the contractor to complete the seeding and mulching in late June and July instead of waiting for fall planting time. Six added orders amounting to $8,650 (Price Agreements 3, 6 and 7 and Extra Work Orders 3, 5 and 7) justify eleven days, according to the resident engineer, on a specific time basis.

The above reasons amount to 61 days. The remaining 8 days are justified by the influence of substituting late fall days for the May, June and July days attributable to the utilities and staking change referred to above. The engineering costs on this project, even though it continued into a second season, overran approximately $500.

If you cannot concur in part of the above, there is also basis to reduce the 17 days time counted from November 13, 1972 to the December 1 beginning of winter "no count." A stop work order on paving was issued November 13. The paving item was 53% completed then with about 9,000 tons remaining, which was apparently the major remaining work. Work accomplished in late November was on sidewalks and guard rail. There is good basis to extend for these 17 days.

We request your concurrence in a 69-day extension which will eliminate all liquidated damages at $150 a day, or $10,350.

~~Att.~~

JAB:lb ia

bc F. B. Klaboe
   A. E. Johnson
   C. T. Keasey
   C. O. Fredrickson
   V. L. Gallagher

7740

December 28, 1973

General Insurance Co. of America
Portland Service Office
1500 S.W. First Ave.
Portland, OR 97201

Gentlemen:

On December 26, 1973, we wrote to you concerning release of final payment on Contract No. 7740 awarded to Morse Bros., Inc., for work on the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County.

Final payment on this contract is $2,000 and the total contract amount is $745,406.10 including $13,749 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

ja
cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7740

December 20, 1973

TO Oregon Transportation Commission

FROM
F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7740, Work Completed July 7, 1973

Project Sodaville Rd. - Vail Creek

Highway Santiam, County Linn

Type of Work Grading and Paving

Contractor Morse Bros., Inc.

Recommended Acceptance Date December 20, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7740

bc: H. S. Coulter
C. T. Keasey w/map
C. W. Head
V. E. Skoog "
R. N. Chase " (4)
J. L. Sollis "
C. O. Frederickson "
Keats Oliver "
J. W. Valentine
F. T. Lacey "
J. B. Boyd

1859

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

December 13, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Easement Indenture
Sodaville-Vail Cr. Section
Santiam Highway
Linn County
FAP No. F-196(27)
Contract No. 7740
Your File: RE-149-Lebanon ORE
R/W File: 46991

RAILROAD COMPANIES
FILE No. 744

Dear Sir:

While doing some work on the Vail Creek-Sweet Home Section of the Santiam Highway, our Right of Way Description Office had cause to review the Easement Indenture and Construction Agreement between Burlington Northern and the Oregon State Highway Division. Both of these documents have been executed by both parties and are now matters of record. In reviewing the exhibit map of the Easement Indenture, and comparing it with the exhibit map on the Construction Maintenance Agreement, it was discovered that we have two different exhibit maps utilized. Further review of the Easement Indenture shows that the exhibit map with this instrument is in error inasmuch as it only makes mention of six parcels, while the easement descriptions encompass 10 parcels. Also, the areas shown on the exhibit map do not correspond with the parcels as described in the Indenture.

This Easement Indenture has been recorded in the Linn County Records, in Volume MF 69, Page 544 - 555. This recording also included a recording of the exhibit map in the easement.

It is our proposal that the proper exhibit map, two copies of which are enclosed, be substituted for the erroneous exhibit map in the Easement Indenture and then the original instrument be rerecorded with Linn County Records to correct the error. After a review of this enclosed exhibit map you agree it is in fact correct and the proper exhibit map to accompany this Easement Indenture, please notify me and I will have the proper map substituted in the Indenture and send it on for rerecording.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Burlington Northern - St. Paul and Seattle
w/maps

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE October 22, 1973

TO C. W. Head, Manager
Administrative Services

FROM J. B. Boyd
J. B. Boyd
Right of Way Engineer

1h

SUBJECT Indentures of Access
October 24, 1973, Commission Meeting

Indentures of Access approved and executed by the Deputy State Highway Engineer for the Administrator and State Highway Engineer pursuant to Oregon Transportation Commission Delegation Order No. 1 are as follow:

copy in minutes

To change the recorded access reservation to the location actually constructed by the State:

Alder Creek - Wildwood Section, Mt. Hood Highway,
Clackamas County

File 32996 - Joseph O. and Elsie M. Iverson (approved 10-17-73)
File 33003 - Everad O. and Doris C. Johnson (approved 10-16-73)
File 33005 [L6332] - Albert T. and Thyra E. Strand (approved 10-16-73)
File 33014 - B. H. and Beatrice F. Sweenly (approved 10-16-73)
File 33101 - Milton M. and Mary Marguerite Fox (approved 10-16-73)

Sodaville Road - Vail Creek Section, Santiam Highway,
Linn County

File 46093 - Wesley W. and Virginia E. Carl et al (approved 10-16-73)

To change the recorded access reservation to a different location at the request of owner:

Bend - Lava Butte Section, The Dalles - California Highway,
Deschutes County

File 39300 [L5345] - Larry J. and Lois Romaine et al (approved 10-16-73)

j

7740

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OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 22, 1973

Mr. David J. Astel
Administrator of Railroad Division
Public Utility Commission
200 Public Service Bldg.
Salem, OR 97310

SXF 587
Crossing 3F-18.6
Order 72-582

Dear Dave:

On August 21, 1973, you wrote to me regarding the failure by the State to "clear trees and brush along the Railroad right of way so that from a stop position northerly of the crossing and from the stop position southerly of the crossing, the motorist approaching the crossing on Cascade Drive would not have an obstructed view along the Railroad 500 feet in either direction", as required by PUC Order #72-582.

This informationwas passed along to our field office, and I was informed by a copy of a letter today, that this work has been done as required by the mentioned PUC Order.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

bc: H. S. Coulter
C. T. Keasey
J. B. Boyd
C. O. Frederickson
Keats Oliver
J. W. Valentine

NOTED
H.S. COULTER

7740

September 25, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. F-196(27)

SUBJECT Request Change Order Approval

Contract 7740, State Force Order No. 7

Project Sodaville Road - Vail Creek

Highway Santiam

County Linn

The order covers state forces clearing brush from railroad right of way 500 feet each way from Cascade Drive crossing. This work is required per the Public Utility Commissioners order contained in the State-Railroad agreement. The contractor has completed his work on this project and has removed his men and equipment. It is in the public's interest for State forces to perform this work to improve safety for the traveling public.

The estimated total cost of the work to be done under this order is $500 with Federal participation of $300. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 13, 1973.

Your approval as of September 13, 1973 is requested.

Attach.

JK:dgk

7740

August 16, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

SUBJECT Project No. F-196(26)
Sodaville Rd.-Vail Creek Section

We are forwarding four copies of a fully executed easement agreement between the Oregon Electric Railway and the Oregon State Highway Division granting the State permanent easements required for construction of the highway. This easement is in accordance with Section I of the construction and maintenance agreement between the Railroad and State on Project No. F-196(27) which was approved by your office on June 4, 1973.

We request that one copy of the easement agreement be returned approved for our files.

RHC:ed

7740

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FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 9, 1973
Salem, OR 97310

SUBJECT: Easement
Sodaville-Vail Creek Section
Santiam Highway
Linn County
FAP No. 196(27)
Contract No. 7740
R/W File: 46991

To: C. W. Head
Secretary

BUILDING

Copies of the above-captioned easement with the Burlington Northern Inc. are being distributed as listed below. The original and one copy of the State's counterpart is being handed to Velda De Guire in the Right of Way Section for processing, after which the original agreement will be forwarded to your office for filing.

This document grants the State an easement for the construction of the necessary widening of the Santiam Highway in Linn County. As consideration for this easement, the State is to pay the Railroad the sum of $4,755. This easement is document cited in Section I of the Construction and Maintenance Agreement for this project, executed by the Highway Commission on April 17, 1973. When this instrument is recorded, please advise me of the recording data so that I may forward it on to the Burlington Northern Inc.

JEChidsey
J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: H. S. Coulter
C. T. Keasey w/att.
V. E. Skoog "
R. N. Chase " (4)
J. L. Sollis "
C. O. Frederickson "
Keats Oliver "
J. W. Valentine "
F. T. Lacey "

NOTED
C. W. HEAD

7740

**OREGON STATE
HIGHWAY DIVISION**

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

August 9, 1973

Burlington Northern Inc.
Industrial & Real Estate Division
820 Central Building
Seattle, WA 98104

Mr. J. J. Gordon

RECEIVED
STATE HWY ENGR

AUG 9 73

REFER TO

FOR

Info	WEE	R/D	DIR	Sign	Act	File

Easement
Sodaville-Vail Creek Section
Santiam Highway
Linn County
FAP No. F-196(27)
Contract No. 7740
Your File: RE-149-Lebanon, Ore.
R/W File: 46991

NOTED
MARIE STEPHENS

Dear Sir:

Enclosed is a fully-executed copy of the Easement in favor of the State of Oregon for improvements in the Sodaville-Vail Creek Section of the Santiam Highway in Linn County, adjacent to your Santiam Branch between M.P. 17.5 and M.P. 19, near Lebanon, Oregon.

A check in the amount of $4,755 in favor of Burlington Northern Inc. will be forwarded to you as soon as it can be processed by our Accounting Section. When this easement is recorded, the recording data of the easement will be forwarded to you.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Burlington Northern Inc. - Portland
Burlington Northern Inc. - St. Paul

bc: F. B. Klaboe
A. E. Johnson
H. S. Coulter
C. W. Head
V. E. Skoog
J. B. Boyd
C. O. Frederickson
Keats Oliver
J. W. Valentine

7740

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August 8, 1973

Contract 7740

Burlington Northern, Inc.
Burlington Northern Building
176 East Fifth Street
St. Paul, Minnesota 55101

Attention: Mr. K. E. Wyckoff, Director
Public Works Planning

Gentlemen:

All work under Contract No. 7740, Sodaville Rd.-Vail Creek Section of the Santiam Highway in Linn County, was completed July 7, 1973.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before November 4, 1973.

Very truly yours,

L. H. Young
Office Engineer

cc: Jess Jones
J. E. Chidsey

Burlington Northern, Inc.
1101 N.W. Hoyt St.
Portland, Oregon 97207
Attn.: H. F. Moy
Regional Mgr. of Engrg.

7740

August 8, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. F-196(27)

SUBJECT Request Change Order Approval

Contract 7740, State Force Order No. 6

Project Sodaville Road-Vail Creek

Highway Santiam

County Linn

This Order covers the cost to reimburse the Burlington Northern Railroad for construction of a grade crossing at the intersection of Cascade Drive and the Santiam Highway. Construction of this grade crossing is made necessary due to the new alignment of the Santiam Highway. All work to be paid for under this Order will be in accordance with agreement between the State and the Railroad.

Copies of the Engineer's letters are attached.

The estimated cost of this Order is $4,570.00 with Federal participation in the amount of $2,742.00. Reimbursement under PPM 30-4 on an actual cost basis is requested.

This work was tentatively approved by the Federal Highway Administration Division Engineer.

Your approval as of August 7, 1973 is requested.

BMW:bb
Attach.

7740

FORM E-1 (REV 10-63)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Sodaville Rd-Vail Creek

WEEK ENDING: Aug 4, 1973

SECTION PREFIX: 22-1041

HIGHWAY: Santiam

COUNTY: Linn

NAME OF JOB: Sodaville Rd.-Vail Creek

KIND OF WORK: grading and paving

CONTRACTOR: Morse Bros.

CONTRACT NUMBER: 7740

FEDERAL AID PROJECT NUMBER: F-196(27)

DATE OF CONTRACT: 5/4/72

DATE WORK STARTED: 5/5/72

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN. SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS: 150

CALENDAR DAYS USED: 219

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 146

PROJECT AUTHORIZATION: $ 989,147.68

EXCLUSIVE OF ENGINEERING: $ 910,713.06

ENGINEERING AUTHORIZATION: $ 78,434.62

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 758,000

ENGINEERING COST TO DATE: $ 76,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84

ESTIMATED PERCENT: ~~XXXXX~~ UNDERRUN: - 17%

PERCENT OF AUTHORIZATION: 97 %

DATE PROJECT WAS COMPLETED: July 7, 1973

semi-final estimate was submitted Aug 1st

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.52	1.52			1.52
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.52	1.52			1.52
TOTAL ESTIMATED QUANTITIES (CONTRACT)	40,000 cy	48,200 T			19,500 T
TOTAL QUANTITIES CORRECTED TO DATE	45,065	36,640			18,761
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				1973
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				BLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY July 30	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate delivered to Region Office on Aug 1st.

PROJECT COMPLETED

FINAL REPORT

SIGNED Keats Oliver, Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7740

STATE COPY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 17, 1973

Federal-aid Project
No. F-196(27)

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM

L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7740, Work Completed July 7, 1973

Project Sodaville Rd. - Vail Creek

Highway Santiam

County Linn

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 7, 1973

Conditions not acceptable: None

for G. K. Hossner
G. L. Green
Division Engineer

cc: F. B. Klaboe
L. H. Young

NOTED
H.S. COULTER
7-26-73

RECEIVED
STATE HWY ENGR
JUL 26 '73
REFER TO

FOR

Info	Invss	R/D	D/R	Sien	Act	File

7740

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE July 2, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM John R. Oakes, Assistant R/W Engineer

SUBJECT File 46076 - Pettijohn
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
R/W Project No. F-196(26)
Construction Project F-196(27)

NOTED
F. B. KLABOE

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the State for the indicated revision of access control.

This property is located about 2½ miles east of Lebanon. Access control was purchased in 1972.

The State has requested this indenture to make the record agree with the location of the constructed approach.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Enclosures

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

RECEIVED
STATE HWY ENGR
JUL 3 '73
REFER TO
FOR
Info Inves R/D DIR Sign Act File

Cn 214
Santiam

FORM & 10

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 18, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM John R. Oakes
John R. Oakes, Assistant R/W Engineer

SUBJECT File 46076 - Pettijohn
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
R/W Project No. F-196(26)
Construction Project F-196(27)

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Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Attachments

NOTED
E. S. HUNTER

6-19-73
original & attachments
to John Oakes

RECEIVED
JUN 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

- 7740

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE July 2, 1973

TO C. L. Green, Division Engineer
Federal Highway Administration

FROM

John R. Oakes, Assistant R/W Engineer

SUBJECT File 46093 - Carl
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
R/W Project No. F-196(26)
Construction Project No. F-196(27)

NOTED
F. B. KLABOE

The original and two copies of an "Information for Grant or Indenture of Access" form are enclosed for your approval. Information on this form is based upon a request from the State for the indicated revision of access control.

This property is located about 3½ miles east of Lebanon. Access control was purchased in 1972.

The State has requested this indenture to make the record agree with the location of the constructed approach.

Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Enclosures

cc: F. B. Klaboe
A. E. Johnson
L. H. Young
V. E. Skoog
W. H. Haskin
M. R. Mitchell

RECEIVED
STATE HWY ENGR
JUL 3 '73
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Con 312
[illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 18, 1973

TO E. S. Hunter, Assistant State Highway Engineer

FROM John R. Oakes
John R. Oakes, Assistant R/W Engineer

SUBJECT File 46093 - Carl
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
R/W Project No. F-196(26)
Construction Project No. F-196(27)

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Our engineers have checked this revision and find that it will not affect the safety and use of the highway.

Attachments

NOTED
E. S. HUNTER

6-19-73
original & attachments
to John Oakes

RECEIVED
JUN 19 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7740 STATE COPY

OSHD (Coulter)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO. 10	REPORT NO. 8	COUNTY Linn	DIVISION Oregon
DATE OF INSPECTION 6/25/73	INSPECTION MADE BY P. V. Riedl, Area Engineer		PROJECT NO. F-196(27)
IN COMPANY WITH See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 138 %	WORK COMPLETED 99+ %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(Not applicable for all contacts.)*

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
Grading and Paving

This is a final inspection on the subject project. The project was inspected by:

Gerry Wimer, Reg. Const. Engr., OSHD
Keats Oliver, Resident Engineer, OSHD
Bryant Jackmond, Const. Field Engr., OSHD
Howard Johnson, District Engr., OSHD
Paul Riedl, Area Engineer, FHWA
Robert A. Christman, Contractor's Representative

The project is completed with the exception of a few minor items. These should be completed within the next few days.

To date the contractor has used 207 days, the contract time was set for 150 calendar days. The contractor has indicated he plans to ask for an extension of time for the period beyond the allowable contract time.

The materials incorporated into the project are in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

COPY SENT
JUL 09 1973
REGIONAL OFFICE

RECEIVED
STATE HWY ENGR
JUL 10 '73
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7740

cc: OSHD (H S Coulter)
Region
Wash DC
C Hoefler

6-19-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
cst

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 7	COUNTY Linn	DIVISION Oregon
DATE OF INSPECTION 6-19-73	INSPECTION MADE BY P. V. Riedl, Area Engineer 7740		PROJECT NO. F-196(27)
IN COMPANY WITH K. Oliver, Resident Engineer, OSHD.			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 132%	WORK COMPLETED 98%

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

COPY SENT
JUN 27 1973
REGIONAL OFFICE

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
Grading and Paving

Phase Inspected: Surfacing and Paving

JUN [illegible] 1972
Washington

1. Work in Progress

This contractor is non-union, therefore work is continuing through the strike. He is finishing grading on the shoulders and slopes, placing pavement markings and cleaning off the sidewalks throughout the project.

Work remaining consists of finishing the slopes, placing guide posts and seeding and mulching.

2. Comments

The project was set up for 10 inches of plant-mix treated base and 4 inches of Asphaltic Concrete. The contractor chose to place cement treated base. The alternate mix design for this product used 5.5 percent of cement. The records showed that the contractor amount of treated base mix was for 48,200 tons. The amount used and paid for was 36,140 tons. 3,400 tons of failing material was incorporated into the project but this material was only slightly out on gradation. The material was considered as satisfactory and incorporated. Strength tests on cylinders showed break anywhere from 800 to 2400 pounds. Cement samples adequately covered the material and were all considered satisfactory. The required depth for this material was 10 inches. Six cores were taken with the following results: 8½", 8½", 9", 9½" - 10½" and 11". The aggregates for this item were obtained from the contractor's commercial source at Lebanon.

6-29-73
[illegible]
[illegible] Young

(more)

NOTED
H.S. COULTER

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

The Class "B" Asphalt was designed for a 4-inch course; 2 inches for base course and 2 inches for wearing course. A final stage Asphaltic Concrete Wearing Course of Class "B" mix 2 inches will be performed by others at some future date. The contractor placed the 2 inches base course last fall and weather conditions held up the placement of the wearing course until this spring. Work started again on June 4 and paving continued through June 18.

The paving aggregate was obtained from the contractor's source on the Santiam River at Lebanon. The contract was set up for 19,500 tons of material. Final quantities estimated to be 18,750 tons. Two sizes of aggregates were used--3/4"-1/4" approximately 9,450 tons produced with approximately 300 failing gradation specs but accepted, 9,350 tons of 1/4"-0 produced with 1,650 out of gradation specs on the high side. Blending of the material under the project design mix established an acceptable product. The base design used 6.4% of asphalt with 5.7% in the top wearing surface. 129 tons were rejected because of excess moisture. This material was utilized by the contractor in other areas.

The compaction tests taken in the field showed a number of failures; however, the backup lab tests showed the material to be compacted to or above the required specs. One asphalt sample was out on penetration representing 57 tons. This is presently being reviewed for action. The rideability of the pavement is considered as very good.

A review of the field books and records show that the documentation was adequate. The files have been developed and maintained to substantiate monthly progress payments. Diaries are kept covering the contractor's daily progress.

3. Conclusions

A review is recommended on the difference in quantities established for the treated base mixture and the amount actually utilized. The cores show a slight lack of material in some areas which could be the basis for the difference.

The contractor has overrun the time on this project. An extension of time request will no doubt be submitted; this should be reviewed very carefully as it does not appear that there is a basis for approval.

RECEIVED
STATE HWY ENGR
JUN 28 '73
REFER TO
FOR

5

7740

OREGON STATE
HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

May 22, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Executed Agreement
Sodaville Rd.-Vail Creek Section
Santiam Highway
Linn County
FAP No. F-196(27)
Contract No. 7740

Dear Sir:

Enclosed is the Railroad's copy of the fully-executed Construction and Maintenance Agreement on Santiam Highway improvement project, MP 1.75 to MP 1.9, Portland, Division 11, Subdivision near Weldwood, Oregon. Payment for the easements, as provided for in Section 1 of the agreement, will be made as soon as the necessary paperwork is processed by the Highway Division.

The requirements set forth in the remaining sections of the agreement have been, or are, in the process of being fulfilled, as required by the agreement. If anything further arises regarding this agreement, please contact me.

Yours truly,

Jack M. [illegible]

for J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

RECEIVED
MAY 23 1973
Office of
Assistant State Highway Engineer

cc: BNI - St. Paul

bc: H. S. Coulter
C. T. Keasey
L. H. Young
V. E. Skoog
J. B. Boyd
C. O. Frederickson
Keats Oliver
J. W. Valentine

NOTED
H.S.COULTER

FORM E-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7740

Salem, Oregon
May 18, 1973

SUBJECT: Sodaville Road-Vail Creek Section
Contract No. 7740

To: Jack L. Sollis
Assistant Attorney General

FROM: John A. Bond
Construction Administration Engineer

Herewith copy of a November 9, 1972 letter by Lebanon attorney Richard Kingsley to our Resident Engineer Oliver giving notice of a claim for loss of business to the Laurel Court service station last summer. This station is located within the limits of the subject project and has been referred to as the Enco service station on an earlier sketch and correspondence.

There were two complaints last year about temporary interruptions of business accesses while construction was under way here. At that time, another attorney, firm wrote on behalf of a different service station and Mr. Lindas replied to Attorney Robert Danielson on October 11, 1972. However, the Laurel Court Motel and Service Station accesses were reported on in the same file.

I find that after receiving Mr. Kingsley's letter, the Resident Engineer has met with him and with Mr. Haddock and tried to explain the State's position that reasonable access was provided though there was admittedly an inconvenience to this business as with many businesses adjacent to highway projects and that there was no basis on which to make additional compensation to the Laurel Court people. The Attorney remains unsatisfied and still expects a formal response. It appears that a more formal answer is now appropriate and in view of the past involvement of your office, perhaps it should come from you. Will you oblige.

The comparative data on money volume of the station submitted by the attorney has obvious shortcomings. There could be many variables affecting any stations business. It is interesting to note, however, that the ratio of Laurel Court Station's business compares more favorably for the July-September period while our project was under way than for the six months prior.

Our complete file is attached. Please return it.

RECEIVED
MAY 21 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc H. S. Coulter

LAURENCE MORLEY
WILLIAM R. THOMAS

M. MAURICE ORONA
RICHARD E. KINGSLEY

MORLEY, THOMAS, ORONA, & KINGSLEY
ATTORNEYS AT LAW
PHONE 258-3194
80 E. MAPLE STREET
LEBANON, OREGON 97355

November 9, 1972

Mr. Keats Oliver
Resident Engineer
State of Oregon Hwy Dept.
3400 Spicer Road
Albany, OR 97321

Re: Laurelcourt Motel in Lebanon

Dear Mr. Oliver:

I am enclosing two photocopies of sales records, the first one being account 501 which is Laurelcourt and the second, unnumbered, is a comparable local station. You will note the comparison figures which I have indicated with red ink and these figures which we believe Mr. Haddock would have easily reached had the station been able to operate at least intermittently during the time that this road was being built.

Mr. Haddock took the station over late last year or early this year and has built up, as the record shows, a fairly good business, but was unable to realize the true potential because of the lengthy and protracted periods he was closed down or practically closed down.

We think these figures substantiate the claim and when you have had a chance to review them perhaps we should sit down and come to some agreement on the amount of loss suffered.

Very truly yours,

MORLEY, THOMAS, ORONA & KINGSLEY

R E Kingsley

by: Richard E. Kingsley

REK:ch
cc: Mr. Haddock

RECEIVED
NOV 13 1972
KEATS OLIVER
RES. ENGR.

Sheet No.

Account No

Terms

NAME Gasoline

Rating

ADDRESS

Credit Limit

DATE 19 72		ITEMS	FOLIO	√	DEBITS	√	CREDITS	DR. CR.
Jan.	31		4001				16 00	
	31		1001				1803 95	
Feb.	29		1001				2126 58	
	29		4001				170 38	
	29		✓				24 00	
Mar.	31		1001				3737 51	
	31		4002				24 30	
Apr.	30		1001				3758 13	
May	31		✓				3721 46	
June	30		✓				4376 41	
July	31		1002				4826 64	
Aug	31		✓				5211 35	
Sept	30		✓				3224 56	

RECEIVED

NOV 13 1972

KEATS OLIVER
RES. ENGR.

Copy of Ledger Page from General [illegible]

[illegible]

Account No. 501

NAME Gasoline

ADDRESS

ITEMS	FOLIO	√	DEBITS	√	CREDITS	DR. OR CR.	BALANCE
	4001				16 00		16 00
	1001				1803 95		1819 95
	1001				2126 58		
	4001				170 38		4116 91
	✓				24 00		4140 91
	1001				3737 51		7878 42
	4002				24 30		7902 72
	1001				3758 13		11660 85
	✓				3721 46		15382 31
	✓				4376 41		19758 72
	1002				4826 64		24585 36
	✓				5211 35		29796 71
	✓				3224 56		33021 27

RECEIVED
NOV 13 1972
KEATS OLIVER
RES. ENGR.

Copy of Ledger Page from [illegible] Ledger

Revenue 500

Fixed Assets 200

Liabilities 300

Capital Accounts 400

NAME Gasoline Other Station Terms

ADDRESS Rating

Credit

DATE 19 71		ITEMS	FOLIO	√	DEBITS	√
		Brought Forward				
Apr.	30		1005			
May	31		1005			
June	30		1005			
July	31		1006			
Aug.	31		1006			
Sept.	30		✓			
Oct.	31		✓			
Nov.	30		4020			
	30		1006			
Dec.	31		✓			
	31		4.4		54919 67	
1972 Jan	31		1007			
Feb	29		✓			
Mar.	31		✓			
Apr.	30		✓			
May	31		✓			
June	30		✓			
July	31		1008			
Aug	31		1009			
Sept	30		✓			

RECEIVED
NOV 13 1972
KEATS OLIVER
RES. ENGR.

AME Gasoline Other Station

DDRESS

Terms

Rating

Credit Limit

DATE 71		ITEMS	FOLIO	√	DEBITS	√	CREDITS	
		Brought Forward						116
r.	30		1005				4464 27	161
ay	31		1005				4729 03	2025
une	30		1005				5073 35	2528
uly	31		1006				5930 73	3155
ug.	31		1006				5536 29	3730
pt.	30		✓				5209 59	47
t.	31		✓				4431 33	[illegible]
v.	30		4020				169 54	[illegible]
	30		1006				3502 68	50
ec.	31		✓				4115 87	5
	31		4.u		54919 67			
1972								
an	31		1007				3630 62	[illegible]
b	29		✓				4424 66	[illegible]
ar	31		✓				4609 80	1
r.	30		✓				4200 99	16
ay	31		✓				4046 39	20
une	30		✓				5846 31	2
uly	31		1008				6238 03	32
ug	31		1009				5553 99	38
ept	30		✓				5028 36	43

RECEIVED
NOV 13 1972
KEATS OLIVER
RES. ENGR.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

May 22, 1973
Salem, OR 97310

7740

To C. W. Head
Secretary

BUILDING

SUBJECT: Construction and Maintenance Agreement
Sodaville Rd.-Vail Creek Section
Santiam Highway
Linn County
FAP No. F-196(27)
Contract No. 7740
R/W File: 46991

The State's fully-executed copy of the above-captioned agreement has been handed to Velda De Guire for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

The Construction Section will be required to adhere to Sections 2, 3, 4, 6, 8, 9, 10, 11, 12 of the agreement pertaining to the construction to be performed by our contractor and by railroad forces.

The Maintenance Section will be required to adhere to Sections 6, 7, 8, 9, and 11, should any further maintenance of the highway require work by the State or a contractor.

The Accounting Section will ultimately be required to audit and pay the bill for work performed by the railroad forces, set forth in Exhibit "C" as covered by Sections 4 and 5 of the agreement. The Construction Section will be required to approve this bill before the Accounting Section performs this audit.

The Section Heads should review this agreement and acquaint themselves with the responsibilities their sections must bear in fulfilling this agreement.

Jack M Ostavinght
for J. E. Chidsey
Railroad and Utility Engineer

JEC:jly

cc: H. S. Coulter
C. T. Keasey w/att.
D. H. Moehring "
V. E. Skoog "
R. N. Chase " (4)
J. L. Sollis "
C. O. Frederickson "
J. W. Valentine "
Keats Oliver " NOTE: Please send to District Engineer when project is complete.

NOTED
C. W. HEAD

SP*52475-734

5

Salem, Oregon
April 23, 1973

7740

April 17, 1973 Commission
meeting
Agenda Item 1q

Mr. J. B. Boyd
Right of Way Engineer

Attention: James Chidsey

7740

RAILROAD COMPANIES
FILE No. 7454

Attached are two fully executed copies of an agreement with the Oregon Electric Railroad for permanent easements for the construction of roadbed and slope and drainage maintenance as well as two temporary construction easements necessary for construction of the Sodaville-Vail Creek Section of the Santiam Highway.

It is our understanding that you will transmit a copy to the Oregon Electric Railroad. Please return the other signed copy for the Commission's files.

R. M. Graham, Assistant Secretary

fkn
Att.

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED

April 6, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

Railroad Agreement
Sodaville - Vail Creek Section
Santiam Highway, Linn County
Contract No. 7740

By an agreement between the State Highway Division and the Oregon Electric Railroad, the State will be granted permanent easements for the construction of roadbed and slope and drainage maintenance as well as two temporary construction easements necessary for construction of the Sodaville - Vail Creek Section of the Santiam Highway. This work is presently being performed under State Contract No. 7740.

The State will be required to bear all costs of construction and maintenance of the roadbed and slopes estimated to total $4,755, and the State's contractor will provide the necessary railroad protective insurance.

This matter will be presented for your consideration at the April 17 meeting. I recommend your approval.

j

cc George M. Baldwin
C. W. Head /w/ atts. ✓
F. B. Klaboe
Gary Ross
Gary Sund

(A)
1 COPIES TO
BE SIGNED

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

March 13, 1973

NOTED
H. S. COULTER

Mr. James Warren Cook
Attorney at Law
Law Department
1201 American Bank Building
Portland, Oregon 97205

Re: Construction Agreement: Sodaville Road-Vail Creek Section, Santiam Highway, Linn County (Cascade Drive Grade Crossing Alteration SXF-587)

Dear Jim:

I have been out of town and involved in a rather large trial and am just presently getting the findings of fact in the shape for submission. I have just read your letter of March 6, 1973 and feel that an eyeball-to-eyeball conference is necessary between representatives of the Highway Division, the Attorney General's office, the insurance company that insures the State, and perhaps some insurance representatives who insure our contractors, along with representatives from your office and other representatives from Burlington Northern.

I agree with you that either communication is not getting across or sinking in, one way or the other, or we are talking about two different things. I would appreciate you advising me what dates would be available for a conference, although I will not be available for anything until after the first of April.

I am sure that if we can get the insurance company representatives along with representatives from both your company and the Highway Division sat down for a day and get our definitions straightened out that this matter can certainly be resolved.

If you have any further questions, please do not hesitate to call me and I will either be at 378-6818 or 378-4259.

Sincerely yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

RECEIVED
MAR 15 1973
Office of
Assistant State Highway Engineer

c- H. E. Johnson

JLS:jv

BURLINGTON NORTHERN

Law Department
1201 American Bank Building
Portland, Oregon 97205

ROGER J. CROSBY
Vice President and Regional Counsel
Delbert W. Johnson
Assistant Regional Counsel
James Warren Cook
General Attorney
Gary H. Peterson
Attorney

JLS

Jack L. Sollis
Assistant Attorney General
Trial Division
Department of Justice
100 State Office Building
Salem, Oregon 97310

March 6, 1973

Re: Construction Agreement: Sodaville Road-Vail Creek Section, Santiam Highway, Linn County (Cascade Drive Grade Crossing Alteration SXF-587)

Dear Jack:

Your recent correspondence in connection with the above-entitled project has just reached me. Your last correspondence with Mr. Litchfield and Mr. Chidsey is directed to the so-called indemnification and insurance section of the subject construction and maintenance agreement. I have made the following enclosures:

(1) True copy of construction and maintenance agreement including exhibit D, contractual liability endorsement.

(2) Contractual liability endorsement received by your St. Paul, Minnesota insurance representative which is applicable to construction arrangements directly between the railroad and a contractor. That was the enclosure with Mr. Halweg's letter of September 6, 1972.

(3) The letter of your St. Paul, Minnesota insurance representative with an enclosure entitled "Contractual Liability Endorsement" with contract date indicated December 14, 1971.

(4) Copy of two specially drafted insurance endorsements which were the subject of negotiations in connection with the emergency permit of entry required by the state from the railroad on the highway detour at milepost 68, lower Columbia River highway (Woodson Slide). (not used)

Your letter to Mr. Litchfield of January 18 recommends that the first paragraph of paragraph VI, Page 6, of the construction and maintenance agreement for the Santiam Highway project be deleted in its entirety. Considering our several years of experience with your office and our understanding of railroad requirements and highway requirements, I would hope that upon further review, you would consider revision of that recommendation.

Jack, I realize that there is always some burden of administrative red tape in large organizations such as a railroad and your state department which undoubtedly creates unavoidable delays. However, I must frankly state to you on a personal basis that the railroad does feel put upon under the Santiam Highway project because the state's contractor has gone upon our property and undertaken his work without the approval of the railroad. Such a situation might be understandable if there was cause for an emergency such as on the Woodson Slide, but we know of no similar emergency on this project. In other words, I believe that it is not beneficial either to the state's interest or the railroad's interest, particularly at the risk of breaching our desires for cooperation, that objections by either party are raised to any significant degree long after the institution of a project and long after the arrangements have received initial approvals.

To be specific, in this Santiam project, the contract was negotiated and had received the approvals of the state prior to your recommendations. In addition, we note that the insurance endorsement forwarded by the state's insurance representative to our St. Paul office had no relationship whatsoever to the involved construction agreement. That is the point established by Mr. Halweg's letter. However, for reasons not clear to us that correspondence was apparently seized upon as a justification for deleting not only the shortened form of indemnity - used at that time in 1972 - but the contractual liability endorsement as well.

During our many discussions and conferences, you have never raised this present objection and the many contracts negotiated with the state have contained identical language and have been approved and acted upon.

The railroad has asked the state to extract an indemnification from the state's contractor which would run to the railroad. Because of that obligation of the state's contractor, the railroad has asked that there be a contractual liability endorsement to the contractor's insurance policy to cover the protection not provided for under the railroad protective policy.

Apparently there is some confusion in resolving this matter and perhaps it is merely a matter of communication. Whatever the cause, because I have not reached you by phone, I have taken the time to direct this letter to you (appreciating that we all dislike long letters).

I believe you now have all of the enclosures which would bear upon this matter, and at your earliest convenience, I would appreciate your call so that we may attempt to unravel and resolve our mutual contract problems.

Best regards.

Jim

James Warren Cook

JWC:ca
Enclosures

ORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

7740

Salem, Oregon
February 15, 1973

SUBJECT: Sodaville Road-Vail Creek Section
Santiam Highway
Federal-Aid Proj. No. F-196(27)
Contract No. 7740
On-The-Job Training

To: Keats Oliver
Resident Engineer
3400 Spicer Road
Albany, OR 97321

A review of our records indicates that Morse Bros., Inc. have not provided the required certificates indicating hours of training satisfactorily completed for the trainees on this project.

Operator Bill Williams and Laborer Dennis Powers have completed their approved training programs. Operator Eddie Powell was laid off due to winter shut down. All three of these trainees are to be furnished with certification showing length and type of training satisfactorily completed upon termination or upon completion of approved training program.

Please bring this to the attention of the contractor.

C. T. Keasey
Construction Engineer

By M D Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

cc: H. S. Coulter
Gene Huntley
C. O. Fredrickson

RECEIVED
FEB 16 1973
Office of
Assistant State Highway Engineer

[illegible]

5

7740

February 15, 1973

Mr. Barry Hutchins
1615 Grape Street
Sweet Home, OR 97386

2

Dear Mr. Hutchins:

Your recent letter referred to two items which you felt we should investigate. One was the section of highway which we call the "Sodaville Road-Vail Creek Section" and the other was the railroad grade crossing lying east of Highway 99E on Highway 34.

The project to which you referred is currently under contract and will receive another lift or layer of asphaltic concrete pavement before it is complete and accepted. We are waiting for more favorable weather before proceeding with this work. The striping will be renewed, and additional work will be done soon as weather permits and crews are available, probably within the next week or two.

The railroad grade crossing, which is certainly rough, has been brought to the attention of the Railroad, and will have to be repaired by them. Our approaches to the crossing appear to be in good condition. We hope the Railroad will be working on this crossing in the near future.

fa 7-12

We appreciate your interest in the condition of the highways and thank you for bringing these items to our attention.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
D. H. Moehring (enc.)
C. O. Fredrickson

COF:cb dpy

REGION 2 ENGINEER
RECEIVED
FEB 6 1973
RE RCE RME RTE RDE
ULE GEO TA FILE

REFERRED TO
Admin
BY SECRETARY

Barry Hutchins
1615 Grape St.
Sweet Home, Oreg.
97386

RECEIVED
STATE HWY ENGR
FEB 1 '73
REFER TO
AL
FOR
Info | Inves | R/D | DIR ✓ | Sign | Act | File

RECEIVED
FEB 2 1973
Office of
Assistant State Highway Engineer

State of Oregon
Highway Division
Salem, Oregon

Gentlemen:

I live in Sweet Home and drive daily to Corvallis. There are two areas I am inquiring about. One is the "new" 3/8 mile stretch of four lane road just southeast of Lebanon (Highway 20). This, in my opinion, is the poorest job Ive ever seen done by a construction contractor. The south east end of the project is very uneven andas rough as if there wasn't any pavement there at all. The only corner on the project, when traveling north west, has the lines painted in such a way that you find yourself in the on coming lane. I think the problem in the first incident is in the compaction of the subgrade or else water has caused the subgrade to become mushy. In the second incident the problem I know is that there was a tangent painted in that corner. Both incidents are very dangerous.

My question is Is Morse Bros. done with this or are they going to finish putting on a 4" top coat like the pavement needs?

My second topic is the railroad crossing 200 ft east on Highway 34 from Highway 99. A four wheel drive Chevrolet broke a spring 4 days ago at that crossing. about 3 weeks ago, I actually drug the underside of my car. I was wondering if you could put some pressure on the railroad to fix this crossing?

Thank you for your time. Your help would be appreciated

Larry Hutchins

RECEIVED
FEB 1 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

REGION 2 ENGINEER
RECEIVED
FEB 7 1973
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ TA ☐ FILE ☐

UTILITY UNIT
**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

[illegible]
H. S. [illegible]TER

7740

February 15, 1973

Mr. H. F. Moy
Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

RE: Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
Project No. F-196(27)
Contract No. 7740
PUX 826 SXF 587
Your File: 037-2

Dear Mr. Moy:

I am returning the Construction and Maintenance agreement on the Sodaville Road-Vail Creek Section of the Santiam Highway to you for revision. Our attorney, Mr. Jack Sollis, has reviewed this agreement and has objected to certain wording in regard to the insurance endorsements required. I am enclosing a copy of Mr. Sollis' letter, along with copies of the correspondence he has cited.

Please review Mr. Sollis' objections, make the necessary changes in the agreement, and return the revised agreement to me and we will push it through to completion. If you have any questions regarding this, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

bc: A. E. Johnson
F. L. Hall
J. L. Sollis
C. O. Frederickson
J. W. Valentine
Keats Oliver

RECEIVED
STATE HWY ENGR
FEB 16 '73
REFER TO
FOR
Info Invas R/D D/R Sign Act File

7740

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 1, 1973

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. F-196(27)

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7740 Extra Work Order No. 6

Project Sodaville Rd. - Vail Creek

Highway Santiam

County Linn

The order covers furnishing Type "B" Guard Rail End Pieces to be installed in lieu of the specified Type "A" units. The Type "B" End Pieces will be used on temporary installations for improved safety.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 26, 1972.

Your approval as of September 26, 1972 is requested.

Attach.

JK:dgk

7740

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 25, 1973

Federal-aid Project
No. F-196(27)

ORIGINAL SIGNED BY
R. D. ASBURY

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7740 Extra Work Order No. 2 Revised

Project Sodaville Road - Vail Creek

Highway Santiam

County Linn

The contractor on this project has proposed three ON THE JOB trainees in lieu of the two specified in the contract. Under the provisions of the contract the State will participate in the training costs of each trainee employed by the contractor. A revised training program has been submitted to your office for approval by the Construction EEO Engineer by letter dated January 9, 1973.

Copies of the Engineer's letter of explanation are attached.

This furnishing of on the job trainees was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 19, 1973.

Your approval as of January 19, 1973 is requested.

Attach.

BMW:dgk

(D) [illegible]

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7740

NOTED
A. E. JOHNSON

January 16, 1973

Morse Bros. Inc.
P.O. Box 7
Lebanon, OR 97355

Attention: Robert Christman
General Superintendent

Re: Sodaville Rd.-Vail Creek Section
Santiam Highway
F.A. Proj. F-196(27)
Contract No. 7740

Gentlemen:

Your proposed training programs for the two Equipment Operators and one Laborer on this project are hereby approved. The State will now participate, at the rate specified in the contract, for training provided by you in accordance with these approved programs.

You are reminded that these trainees are to be informed of the length and type of training they are to receive. They are also to be provided with a certificate showing the length and type of training satisfactorily completed upon termination, for any reason, or upon completion of their training.

Your efforts to provide additional training and to minority group members are commendable.

Very truly yours,

George M. Baldwin
Administrator of Highways

By M D Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: A. E. Johnson
Gene Huntley
J. B. Boyd /att.
Keats Oliver /att.

RECEIVED
JAN 17 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RETURNED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A. E. JOHNSON

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

January 12, 1973

7740

Attention: Forrest Morse

Re: Sodaville Rd.-Vail Creek Section
Santiam Highway
F.A. Proj. No. F-196(27)
Contract No. 7740
EEO Compliance Review

Gentlemen:

This is to inform you that as a result of the findings of the compliance review, held at your office on December 22, 1972, your Company has been found in compliance with the specified EEO requirements.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

bc: Glen L. Green w/att/
A. E. Johnson "
Gene Huntley "
J. B. Boyd
Keats Oliver

RECEIVED
JAN 12 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

COMPLIANCE DATA REPORT

1. STATE
Oregon

2. ☒ CONSTRUCTION ☐ NON-CONSTRUCTION

3. ☐ DIRECT FEDERAL ☒ FEDERALLY ASSISTED

4. REVIEW REPORT NUMBER
1-73

5. REVIEW AUTHORITY
☒ EXECUTIVE ORDER 11246 AS AMENDED ☒ SEC. 22(A) FED. HWY. ACT. 1968 ☐ CIVIL RIGHTS ACT 1964 AS AMENDED ☒ OTHER (Specify) Contract EEO Special Provisions

6. ☐ *PRE-AWARD REVIEW *(Not applicable to Federal-Aid Highway Projects) ☒ POST-AWARD REVIEW ☐ FOLLOW-UP REVIEW

7. ☐ ON-SITE ☒ HOME OFFICE

8. CONTRACT OR PROJECT NO.
OSHD #7740
F-196(27)

9. CONTRACT VALUE
$852,795.75

10. ☒ COMPREHENSIVE REVIEW

11. ☐ SPECIAL REVIEW

12. DATES OF REVIEW
Dec. 22, 1972

13. CONTRACTOR IDENTIFICATION (Identify if Minority Enterprise)
☒ PRIME ☐ SUB ☐ VENDOR ☐ SUPPLIER ☐ OTHER (Specify)

14a. NAME AND ADDRESS OF CONTRACTOR
Morse Bros. Inc.
P.O. Box 7
Lebanon, OR

14b. PROJECT ADDRESS IF DIFFERENT

15. NAME AND TITLE OF POLICY OFFICER
Forrest Morse

16. NAME AND TITLE OF PROJECT OFFICER
Bob Christman
General Superintendent

17. NAME AND TITLE OF EQUAL OPPORTUNITY EMPLOYMENT OFFICER.
Harold Eilers
Deputy EEO Officer

18. IS WRITTEN AFFIRMATIVE ACTION COMPLIANCE PROGRAM AVAILABLE?
SEE ITEM 30H ☒ YES ☐ NO

19. CONTRACT OR PROJECT PRODUCTION SCHEDULE
BEGINNING DATE: 5-5-72
ESTIMATED COMPLETION DATE: 6-1-73
ANTICIPATED PEAK EMPLOYMENT DATES: August, 1972

20. DETERMINATION OF COMPLIANCE STATUS: ☒ IN-COMPLIANCE ☐ IN-NON-COMPLIANCE ☐ SEE FINDINGS, CONCLUSIONS, RECOMMENDATIONS AND AGREEMENT DETAILS PAGE 4 ITEM 31 AND 32

21. SUB-CONTRACTORS, VENDORS, SUPPLIERS, ETC. *(Name, Address, Total Employees, Percent Minorities) (Indicate if a Minority Enterprise)*
Vern Johnson Const. Co., P.O. Box 718, Corvallis, OR
Walts Concrete Co., Rt. 1, Box 384C, Springfield, OR 97477
Oregon Portland Cement Co., 111 S.E. Madison, Portland, OR 97214
Douglas Oil Company of California, P.O. Box 60205, Los Angeles, CA 90060

22. UNION AFFILIATIONS AND OTHER RECRUITING AND TRAINING DATA

UNION TITLE OR IDENTIFICATION A	UNION LOCAL NUMBER B	DOES UNION HAVE EXCLUSIVE REFERRAL RIGHTS C		DOES UNION SPONSOR OR PARTICIPATE IN PRE-APPRENTICE, APPRENTICE, OR POST-APPRENTICE TRAINING PROGRAMS? D		DOES CONTRACTOR SPONSOR OR PARTICIPATE IN PRE-EMPLOYMENT, APPRENTICE, OR POST EMPLOYMENT TRAINING PROGRAMS? E	
		YES	NO	YES	NO	YES	NO
None							

23. OTHER RECRUITING SOURCES, ESPECIALLY MINORITY OR POVERTY ASSISTANCE ORIENTED

A. NAME OR OTHER IDENTIFICATION	B. ADDRESS
Oregon State Employment Offices	Corvallis and Eugene, OR
Lane County Community College	Eugene, OR
Oregon State University	Corvallis, OR
University of Oregon	Eugene, OR

FORM FHWA-86 (REV. 2-70) EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

TABLE A

LINE NO.	JOB CATEGORIES	TOTAL EMPLOYEES		TOTAL MINORITIES		NEGRO		ORIENTAL		AMERICAN INDIAN		SPANISH SURNAMED AMERICAN		APPREN- TICES		ON THE JOB TRAINEES	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
1	OFFICIALS (MANAGERS)																
2	SUPERVISORS	1															
3	FOREMEN	3															
4	CLERICAL	-															
5	EQUIPMENT OPERATORS	9		2						2						2	
6	MECHANICS																
7	TRUCK DRIVERS	5															
8	IRONWORKERS																
9	CARPENTERS	4															
10	CEMENT MASONS	1															
11	ELECTRICIANS	-															
12	PIPEFITTERS, PLUMBERS	-															
13	PAINTERS																
14	LABORERS, SEMI-SKILLED	2															
15	LABORERS, UNSKILLED	1		1								1				1	
16																	
17																	
18																	
19																	
20																	
21	**TOTAL**	26		3						2		1				3	
22	TOTAL EMPLOYMENT FROM PREVIOUS REPORT (IF ANY)																

TABLE B

23	APPRENTICES													▨	▨	▨	▨
24	ON THE JOB TRAINEES	3		3						2		1		▨	▨	▨	▨

25. SUMMARIZE NEW HIRES FOR THE CURRENT MONTH INDICATING MINORITIES AND NON-MINORITES BY JOB CATEGORIES

None

26. SUMMARY ANALYSIS OF EMPLOYMENT DATA For the week ending November 24, 1972, the contractor had a total work force of 26, of which 3 or 11.5% were minorities. The average minority employment during the seven-month period which this contract has been under way is 8.5%. There are 0.6% minorities in the work force in this area.

Three trainees, all minorities, have been employed in accordance with the 7-2(2) requirements. Only 2 positions were established in the contract. The third was provided at the contractor's request.

No minorities have been employed by the two subcontractors active to date. Their total work force has been from 2 - 6 employees each.

27. CONTINUATION FROM PAGE 1-4 *(Show Item "No." Being Continued).* *IF ADDITIONAL SPACE IS REQUIRED, ATTACH SEPARATE SHEETS AND KEY ANSWERS TO ITEM NUMBERS*

28. HOME OFFICE EMPLOYMENT DATA

LINE NO.	OCCUPATIONS (A)	MALE EMPLOYEES					FEMALE EMPLOYEES					TOTAL ALL EMPLOYEES (L)
		TOTAL MALES (B)	MINORITY GROUPS				TOTAL FEMALES (G)	MINORITY GROUPS				
			NEGRO (C)	ORIENTAL (D)	AMERICAN INDIAN (E)	SPANISH AMERICAN (F)		NEGRO (H)	ORIENTAL (I)	AMERICAN INDIAN (J)	SPANISH AMERICAN (K)	
1	OFFICIALS AND MANAGERS	8										8
2	PROFESSIONALS	3										3
3	TECHNICIANS	2										2
4	SALES WORKERS											
5	OFFICE AND CLERICAL	7					7					14
6												
7												
8												
9	Sub-total (White-collar)	20					7					27
10	CRAFTSMEN *(Skilled)*	17			1							17
11	OPERATIVES *(Semi-skilled)*	125			4							125
12	LABORERS *(Unskilled)*	28				1						28
13	SERVICE WORKERS											
14												
15												
16	Sub-total (Blue-collar)	170			5	1						170
17	TOTAL	190			5	1	7					197
18	Total employment from previous report (if any)											
THE DATA BELOW SHALL ALSO BE INCLUDED IN THE FIGURES FOR THE APPROPRIATE OCCUPATIONAL CATEGORIES ABOVE)												
19	ON-THE-JOB TRAINEES: WHITE COLLAR											
20	ON-THE-JOB TRAINEES: PRODUCTION	6			5	1						6

29. SUMMARY ANALYSIS OR EMPLOYMENT AND TRAINING DATA The home office statistics shown above covers their total employment on all construction projects and work forces at their 4 commercial plants located in Harrisburg, Corvallis, Sweet Home and Lebanon. Of the total of 197 employees, 6 (3%) are minorities. All six of their on-the-job trainees are minorities.

30. SUMMARY, FINDINGS, CONCLUSIONS, [illegible]MMEDATIONS, AND AGREEMENTS

YES	NO	
X		A. ARE REQUIRED POSTERS CONSPICUOUSLY DISPLAYED?
X		B. HAVE REQUIRED WRITTEN NOTICES BEEN SENT TO UNIONS?
X		C. ARE RECRUITING PUBLICATIONS USED TO SHOW "AN EQUAL OPPORTUNITY EMPLOYER"?
X		D. ARE SUCH PUBLICATIONS CIRCULATED IN MINORITY ORIENTED COMMUNITIES?
X		E. HAS CERTIFICATION RE: USE OF NON-SEGREGATED FACILITIES BEEN MADE?
X		F. ARE SUCH FACILITIES IN EFFECT PROVIDED ON A NON-SEGREGATED BASIS?
X		G. HAVE OTHER REPORTS REQUIRED BY FEDERAL, STATE, MUNICIPAL, OR OTHER STATUTES, REGULATIONS, DIRECTIVES, ETC., BEEN SUBMITTED?
X		H. HAVE GOALS TARGETS AND OTHER CONDITIONS OF AFFIRMATIVE ACTION COMPLIANCE PROGRAMS BEEN IMPLEMENTED IN SATISFACTORY OR ACCEPTABLE MANNER?
X		I. HAVE COMPLIANCE OR OTHER REVIEWS MADE BY OTHER AGENCIES RESULTED IN A DETERMINATION OF COMPLIANCE?
X		J. ARE PRESCRIBED EQUAL EMPLOYMENT OPPORTUNITY CLAUSES INCLUDED IN ALL APPLICABLE PURCHASE ORDERS, SUB-CONTRACTS, AND COLLECTIVE BARGAINING UNION AGREEMENTS?
X		K. ARE APPLICATIONS FOR EMPLOYMENT ACCEPTED, AND ARE SELECTIONS IN EFFECT MADE, WITHOUT REGARD TO RACE, COLOR, RELIGION, SEX OR NATIONAL ORIGIN?
X		L. ARE TRANSFER, WAGE, TRAINING, MANPOWER DEVELOPMENT, PROMOTION AND OTHER EMPLOYMENT PRACTICES ACHIEVING EQUAL EMPLOYMENT RESULTS?

31. OTHER SIGNIFICANT OBSERVATIONS, COMMENTARY AND/OR DEFICIENCIES AND VIOLATIONS. *(SHOULD BE INDIVIDUALLY NUMBERED)*

The prime contractor has an effective affirmative action program which is reflected by a relatively high percentage of minority employment. The percent of minorities in the work force in their normal area of operation is less than 1%.

The contractor constantly monitors their subcontractors' activities. Their efforts to locate, hire and train minorities appear beyond the level of best efforts. No evidence of deficiencies or violations were noted.

32. RECOMMENDATIONS AND AGREEMENTS FOR CORRECTIVE ACTION AND TIME SCHEDULE *(INDIVIDUALLY NUMBERED)*

By way of recommendation the contractor is considered to be in compliance.

33. REVIEWED BY (INCLUDE COMMENTARY MEMO IF NON-CONCURRENCE)	☐ A. REGIONAL ADMINISTRATOR	☐ CONCUR	☐ DO NOT CONCUR	SIGNATURE AND DATE
	☐ B. REGIONAL OFFICE OF CIVIL RIGHTS	☐ CONCUR	☐ DO NOT CONCUR	
	☐ C. DIVISION ENGINEER	☐ CONCUR	☐ DO NOT CONCUR	
34. CONDUCTED BY State	☐ A. REGIONAL OFFICE	SIGNATURE, TITLE AND DATE		
	☐ B. DIVISION OFFICE	SIGNATURE, TITLE AND DATE		

EXISTING STOCKS OF FORM FHWA-86 (12-67) WILL NOT BE USED

* GPO : 1970 OF—377-382

M. D. Glenn
Construction EEO Engineer

Attendance, Morse Bros., Inc.
Compliance Review

Contract No. 7740 December 22, 1972

Forrest Morse	Morse Bros., Inc.
Harold Eilers	Morse Bros., Inc.
Bob Christman	Morse Bros., Inc.
M. D. Glenn	Oregon State Highway Department
Keats Oliver	Oregon State Highway Department
Pat O'Neil	Federal Highway Administration

5

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1973

In reply refer to: 10-35-DA/961

7740

FROM : for G. L. Green, Division Engineer
Salem, Oregon

NOTED
A. E. JOHNS

1-15-73

SUBJECT: Oregon Project F-196(27)
Sodaville Road-Vail Creek Section
Contract No. 7740
On-the-Job Training

Your January 9, 1973 letter submitted training proposals for three trainees. The proposed training programs for the Equipment Operators and Laborer meet the requirements of the Training Special Provisions under FHWA Order Interim 7-2(3) and are approved.

RECEIVED
STATE HWY ENGR
JAN 12 '73
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
JAN 15 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 11
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

7740

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 9, 1973

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, OR 97308

Re: Sodaville Road-Vail Creek Section
Santiam Highway
Federal Aid Proj. No. F-196(27)
Contract No. 7740
On-The-Job Training

Dear Sir:

Attached for your review are four copies of Morse Bros., Inc. proposed training programs.

Two trainees were originally set up for this project, however, the contractor has indicated he would like to use three. Your approval is requested for this extra trainee.

Our Resident Engineer, Mr. Keats Oliver, is being requested by a copy of this letter, to submit a supplemental extra work order to cover three on-the-job trainees in place of the original two specified.

Your approval is requested for the following trainee programs:

2 Equipment Operators
1 Laborer

Very truly yours,
George M. Baldwin
Administrator of Highways

By M D Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: A. E. Johnson
Gene Huntley
Keats Oliver

RECEIVED
JAN 10 1973
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 11 1973

STATE COPY

OSHD (A. E. Johnson)
[illegible]
[illegible]
Financial Mgr
Area Engr Kiehl

NOTED
A. E. JOHNSON

cst

FORM PR (RECO-68)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEWIDE INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION: 10
DIVISION:
STATE: Oregon
COUNTY: Linn
PROJECT NUMBER: F-196(27)
DATE OF INSPECTION: December 22, 1972
PHASE(S) INSPECTED: Equal Employment Opportunity
REPORT OR CONTROL NUMBER: 1035-72-EID(12)5

INSPECTION MADE BY: P. E. O'Neil, Asst Area Engineer

IN COMPANY WITH:
M. D. Claun, EEO Engineer, OSHD
Keats Oliver, Resident Engineer, OSHD

REPORT PREPARED BY: P. E. O'Neil, Asst Area Engineer, FHWA.
CONTRACT AMOUNT: $652,795.75

CONTRACTOR (Name and address): Morse Brothers, Inc., Lebanon, Oregon
TIME ELAPSED: 123 %
PROGRESS OF WORK: Unsatisfactory
WORK COMPLETED: 77 %
QUALITY OF WORK: Satisfactory

LOCATION: Station 947 to 1027 on the Santiam Highway east of Lebanon, Oregon

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

COPY SENT
JAN 09 1973
REGIONAL OFFICE

Jo Carr 1-10-73

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
Grading and Paving

1. SCOPE

This inspection-in-depth is part of a statewide inspection on Equal Employment Opportunity. This inspection was to review the effectiveness of the Oregon Highway Division's implementation and administration of FHWA Order Interim 7-2(1) and 7-2(2) on Federal-aid projects.

2. SUMMARY OF FINDINGS

A. This project requires the training of two trainees under the training special provisions. The State has not as yet had the training program approved for the two trainees.

B. The contractor has furnished the resident the required EEO documents, however, he has not always been timely on the submissions.

C. The State has not devised a system to keep track of the trainees in the resident engineer's office nor has the resident interviewed any of the trainees that the contractor has had on the project.

D. The State lacks unified instructions to the field engineers concerning the EEO program and specifically the training portion of the EEO program.

1-10-73
[illegible]

(more)

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

3. RECOMMENDATIONS AND ACTIONS TAKEN

The State conducted a compliance review on the same day that this inspection-in-depth was conducted. At the compliance review the contractor was informed that his record reporting to the resident engineer was not always timely. The contractor assured us that in the future these documents would be subitted as soon as possible.

The State is still in the process of updating their instructions to the resident engineers and should have them issued to the field in the near future.

The resident engineer was informed of the requirement of maintaining records on the trainees. The resident engineer and his staff assured us that they would devise a system to keep track of the trainees and conduct the required interviews when work started back up in the spring.

On future projects the State indicated that they are giving a 30-day time limit on program submittal of training programs. This would eliminate the problems we have encountered with the contractors not having approved programs at the end of their first construction season.

A followup review will not be required on this project; however, a followup review will be made on the central office.

Attached to the Division office copy of this inspection report are backup notes for this inspection.

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7740

December 4, 1972

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Attention: Robert Christman,
General Superintendent

Re: Sodaville Road-Vail Creek Section
Santiam Highway
F.A. Proj. No. F-196(27)
Contract No. 7740
EEO Compliance Review

Gentlemen:

To confirm my telephone conversation with you this date, an equal employment opportunity compliance review of your Organization will be held on December 22, 1972 at 10:00 AM in your office in Lebanon. This review will be conducted by the Oregon State Highway Division. Representatives from the Federal Highway Administration will also attend this review.

You and other Company officials who contribute to the Company's equal employment opportunity policy are expected to attend. Personnel in your Organization familiar with all of your current Federal-aid projects in the State should be present. Representatives of all subcontractors will not be required to attend - only those currently working on the project, if any. Current employment statistics for each subcontractor should be available, however.

In order to conserve time, you should have the following information available prior to the review:

1. Copies of all labor agreements.
2. List of all subcontractors with subcontracts in excess of $10,000.00.
3. List of all material suppliers furnishing materials in excess of $10,000.00.

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DEC 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

4. Employment statistics for a current (within past 30 days) workweek compiled separately for your home office and for the jobsite. This information should indicate racial designations. In order to coordinate this data, with that of your subcontractors, it is recommended that employment for the workweek ending November 24, 1972 be shown.
5. A list of all employees hired within the last 90 days showing
   (a) Employee's name.
   (b) Racial identification.
   (c) Job classification and craft.
   (d) Wage rate paid.
6. One completed copy of the enclosed Compliance Data Report, Form FHWA-86. The specific items to be completed are items No. 24, On-site Construction Employment Data and No. 28, Home Office Employment Data.

For your information, I am attaching a copy of Instructional Memorandum 40-2-72, Interim Construction Contract Equal Opportunity Compliance Procedures.

If you have any questions, please feel free to contact me.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
Construction EEO Engineer

MDG:fr
Attachments

bc: Glen L. Green (2)
A. E. Johnson
Gene Huntley
J. B. Boyd
Keats Oliver

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7740

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 4, 1972

SUBJECT: Sodaville Road-Vail Creek Section
Santiam Highway
Federal Aid Proj. No. F-196(27)
Contract No. 7740
Inspection in Depth of EEO Records

To: Keats Oliver
Resident Construction Engineer
3400 Spicer Road
Albany, OR 97321

This will confirm my telephone conversation with you this date regarding the forthcoming inspection in depth of your EEO record keeping on the subject project.

This inspection will be conducted by a representative of the Federal Highway Administration and will be held in your Albany office on December 22, 1972 at 8:30 AM. You are requested to have all of your EEO data regarding this project available at that time.

Following this inspection, a compliance review of Morse Bros. will be held at their Lebanon office commencing at 10:00 AM.

C. T. Keasey
Construction Engineer

By M Glenn

M. D. Glenn
Construction EEO Engineer

MDG:fr

cc: Glen L. Green
A. E. Johnson
Gene Huntley
J. B. Boyd

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

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LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
OCT 12 '72
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						E

7740

October 11, 1972

NOTED
TOM EDWARDS

Mr. Robert C. Danielson
Attorney at Law
1417 Main Street
Sweet Home, Oregon 97386

Re: The Big Gallon service station

Dear Bob:

Please accept my apologies for not acknowledging your letter to me sooner, but illness has kept me out of the office for the past 2 and 1/2 weeks.

In connection with the above matter, I don't see how I could recommend paying your client damages for inconvenience and loss of business during a period of highway improvement.

It is, and always has been, the position of the Highway Division that the state is not liable for damages for temporary inconvenience consequent on the performance of its duty to repair and improve its highways and bridges. In other words, we do not feel temporary inconvenience amounts to a taking of property.

Should you wish to further discuss the matter with me, I would be glad to meet with you; however it would appear from the facts presented to me that there is no liability on the part of the State in this instance.

Kind regards,

LEE JOHNSON
Attorney General

Leonard I. Lindas
Assistant Attorney General
and Counsel to
Highway Division

LIL:ks

cc: Tom Edwards
Al Johnson
Jay Boyd

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NOV 7 - 1972

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7740

MISC. CONTRACTS and
AGREEMENTS No. 4582

Salem, Oregon
September 29, 1972

Agenda Item 5j
September 19 Commission meeting

Mr. David Moehring
Right of Way Engineer

Attention: Adele Egan

Attached for recording are two copies (one original fully executed and one xerox) of an agreement with Bonneville Power Administration covering the crossing of the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County over their Lebanon-Goshen, McNary-Avery and Albany-Lebanon transmission line easements.

Also attached is a copy of a letter from BPA asking for the recording date of this document for their records. I assume you will take care of this request.

When you have finished with the original agreement, please return it to this office. In the meantime, we have kept a xerox copy.

C. W. Head, Secretary

fkn
Att.

cc John F. Hagemann (agree. attached)
T. W. Litchfield (agree. attached)
J. B. Boyd (2 agrees. attached)
Jack L. Sollis

March 3, 1849

United States Department of the Interior
BONNEVILLE POWER ADMINISTRATION
P.O. Box 3621, PORTLAND, OREGON 97208

In reply refer to: EL-12
Tract No. AL-72

September 27, 1972

Mr. C. W. Head
Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Head:

We are returning for your records executed original of Agreement covering the crossing of the Sodaville Road-Vail Creek Section of the Santiam Highway over the rights of way for the Administration's Lebanon-Goshen, McNary-Alvey, and Albany-Lebanon transmission lines.

When the document has been recorded, we would appreciate it if you would forward us the recording date for our records. ✓

Sincerely,

Thomas Kornelis

Thomas Kornelis
Chief, Branch of Land

Enclosure

NOTED
C. W. HEAD

5 j

9-19-72

September 26, 1972

U. S. Department of the Interior
Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

Attention: John V. Mulcahy
Chief, Branch of Land

Gentlemen:

Attached for your approval are two copies of an agreement covering the crossing of the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County over your Lebanon-Goshen, McNary-Avery and Albany-Lebanon transmission line easements.

Please enter the date on page 1, sign on page 2, fill in the notary portion on page 2, and return 1 copy to this office. You may keep the other copy for your records.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.
cc David Moehring
Attn: Ted Litchfield

Fran

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 1, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

Corrected letter

SUBJECT **Bonneville Power Administration Crossing Agreement**
Sodaville Road-Vail Creek Section, Santiam Highway

On the agenda for the September 19 meeting, there will be an agreement between the State and Bonneville Power Administration covering the crossing of the Sodaville Road-Vail Creek Section of the Santiam Highway over BPA's Lebanon-Goshen, McNary-Avery, and Albany-Lebanon transmission line easements.

This agreement further provides for access from the Santiam Highway via a 16-foot approach constructed as part of the State's contract.

I recommend your approval of the agreement.

cc C. W. Head
George M. Baldwin
F. B. Klaboe
D. H. Moehring
T. W. Litchfield
Gary Ross
Gary Sund
JMC:jc ms

Ⓐ
2 COPIES TO
BE SIGNED

NOTED
C. W. HEAD

FORM E-30-X 12-67

7740

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

September 28, 1972

SUBJECT: Sodaville Road-Vail Creek Section
Contract No. 7740
Access Complaints

To: F. C. McKinney
Ass't. Attorney General & Ass't. Counsel

FROM:
John A. Bond
Construction Administration Engineer

You asked for a report on two construction access complaints on the subject project from Big Gallon Service Station and the Laurel Court Motel and Enco Station. This project involves widening the existing two lane Santiam Highway to five lanes in two stages. On Stage 1, a new two-lane width was built on the northerly side. Then on Stage 2 (which started August 22), all traffic was shifted to the new lanes and the old lanes and southerly side are being completely rebuilt.

These complaints involve two entirely different locations. Attached is Resident Engineer Oliver's report on both locations. The Big Gallon Service Station is on the extreme easterly end of the project right at the project limits. The two driveways to the Big Gallon have never been disturbed or closed by our project. The Stage 2 traffic pattern shifts traffic over from the old pavement in the immediate vicinity of the station. It happens that the situation at this location is fairly well shown in two photographs taken recently for a different purpose. I have secured prints and attach them for your information. This is probably another case where all our construction signing and traffic protective devices compete with the adjacent culture for the motorists attention.

The Laurel Court and Enco Service Station are located adjacent and well within the project. They are on the southerly side of the project in the vicinity of Station 974. These two businesses had two existing approaches as shown on the sketch accompanying the Resident Engineer's report. Three approaches will be provided for them when the project is completed. While traffic is now running on the newly widened northerly side, reconstruction takes place on the southerly side next to the developed properties. However, driveways across this construction strip have been kept open with ramps down and across it. There would have been some extra disruption on one day on about September 18 while the lime treatment of the stage subgrade was done past here. Usable driveway areas were promptly restored the same day.

This project is running behind schedule probably partly due to some earlier involved utility relocations. It is still possible that the project will be completed late next month.

JAB:fw
Enc.
cc A. E. Johnson

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SEP 28 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM 30X—80M—7-66 SP*23857-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany

Sept. 21, 1972

22-1041

SUBJECT: Access Complaints:
Big Gallon Service Station
Laurel Court Motel & Enco Station
Sodaville Road-Vail Creek section
Santiam Highway, contract # 7740

To:

J B Boyd
Regional Engineer
Salem

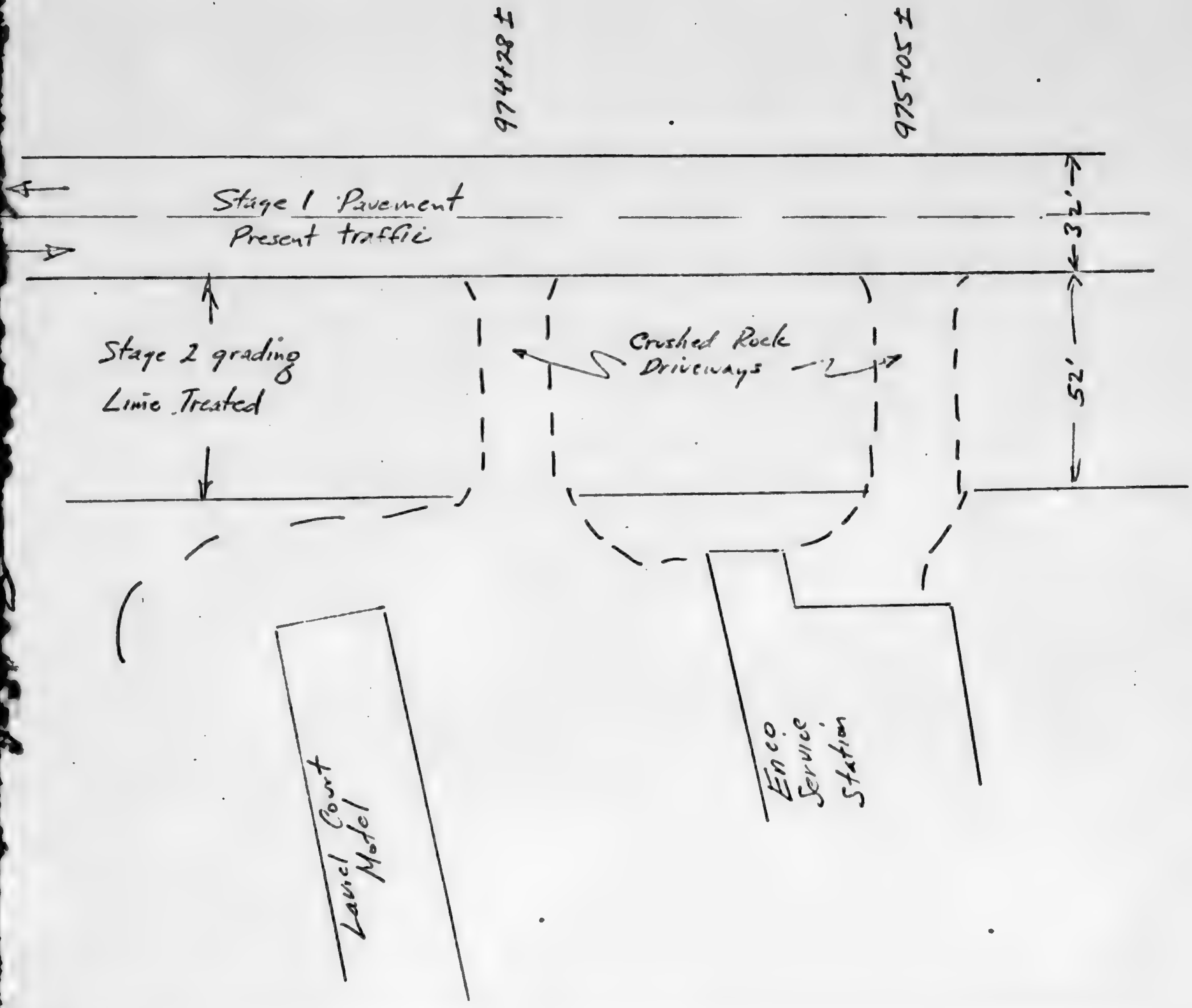
The two driveways into the Big Gallon Service Station at the easterly end of subject section have never been disturbed or closed. There was one day (Aug. 11) when access to their westerly approach was partially obstructed for about 2 hours with paving equipment on the main roadway. The easterly approach has not been obstructed in any way.

At the Laurel Court Motel and Enco Service Station, the two driveways at 974+28 and 975+05 have been kept in useable condition. On Judy 14 each driveway was closed, at seperate times, for about 1 hour each, while storm sewer was layed. One or the other was always open. On August 22 traffic was moved from the old highway over to the stage 1 area. Driveways across the stage 2 grading have been kept open with ramps down from the stage 1 paving to subgrade and from subgrade up to the gas station. On Sept. 18 the stage 2 grade was lime treated in the area in front of the station. While the rototilling was in progress the grade looked bad enough to discourage people, but I observed cars crossing it without difficulty. As soon as tilling was completed the driveway areas were compacted and crushed rock placed on them. In spite of very heavy rain last night the driveways are in good shape today.

1 day

Keats Oliver
Res. Engr.

Sodaville Rd. - Vail Creek
Santiam Hwy
No Scale

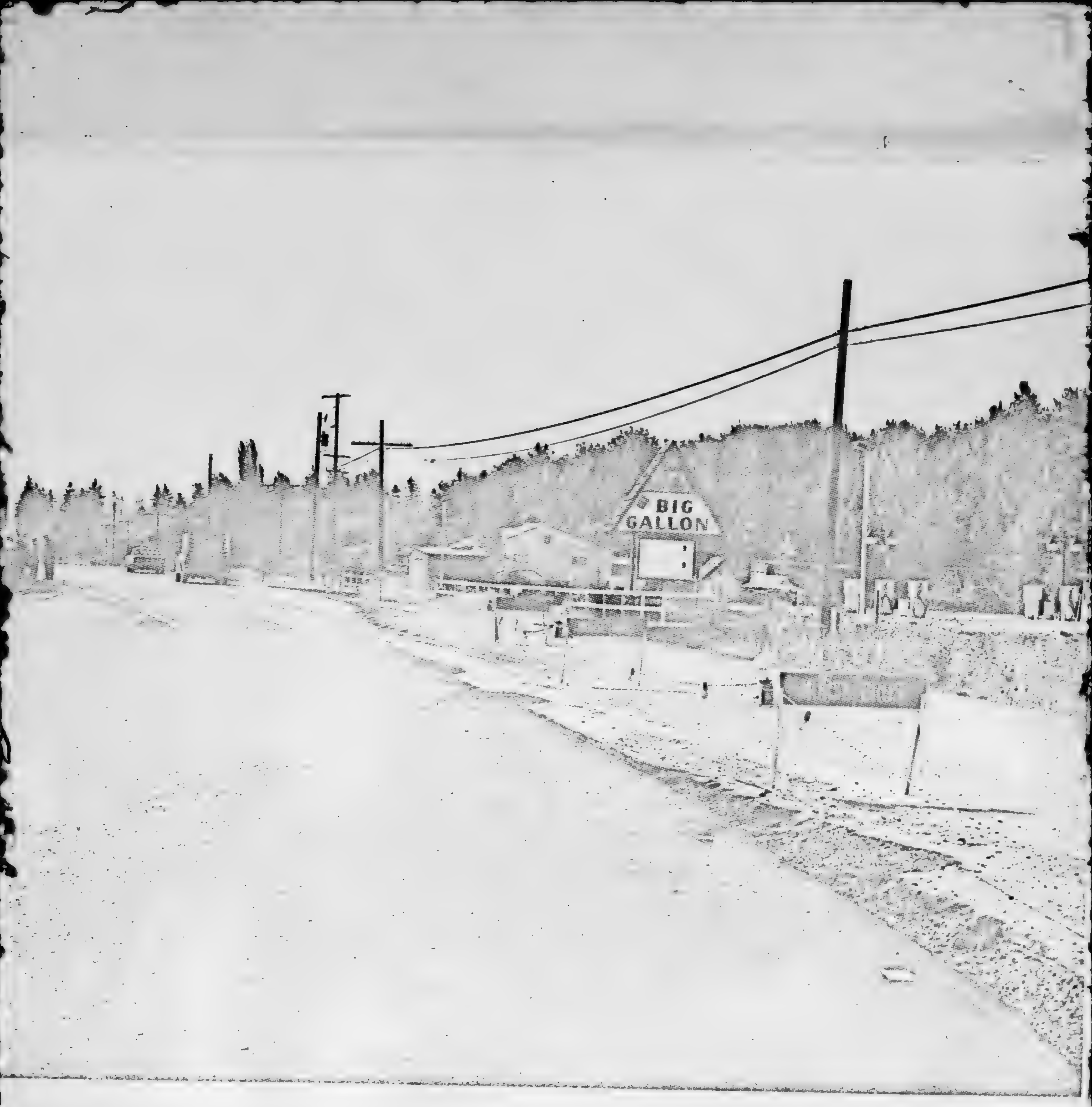


BIG
GALLON
FLAGG
AHEA

Looking westerly
at East end of project

Sodaville Rd - Vail Cr.

U


BIG
GALLON

Looking easterly
leaving project at East end

Lodaville Rd- Vail Cr.

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 28, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-Aid Project
No. F-196(27)

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

ORIGINAL SIGNED BY
R. D. ASBURRY

SUBJECT Request Change Order Approval

Contract 7740, Extra Work Order No. 5

Project Sodaville Road-Vail Creek

Highway Santiam

County Linn

The Order covers revising construction signs on the east and west ends of the project. This work is in addition to that required by the contract.

Attached are copies of letters from the Regional Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on August 14, 1972.

Your approval as of August 14, 1972 is requested.

JK:bb
Attach.

5

7740

September 14, 1972

Mr. Robert G. Danielson
Attorney at Law
Post Office Box 486
Sweet Home, OR 97386

Dear Mr. Danielson:

Your letter of September 8 concerning restriction of access to The Big Gallon service station and loss of business has been referred to Mr. L. I. Lindas, our Chief Counsel. Would you please call him (378-4259) and arrange with him to discuss the matter?

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

TE:ms

cc F. B. Klaboe
D. H. Moehring
L. I. Lindas/att

McFARLAN & DANIELSON
ATTORNEYS AT LAW
1417 MAIN STREET
SWEET HOME, OREGON 97386

EARL McFARLAN
ROBERT G. DANIELSON

P. O. BOX 486
PHONE 367-5191

September 8, 1972

REFERRED TO
Admin
BY SECRETARY

Edwards
9-11
bn

State Highway Commission
Salem, OR 97310

Re: Loss of Business due to Highway Construction

In constructing the new four lane highway on Highway 20 running east of Lebanon approximately two miles you have severely restricted access to The Big Gallon service station located at the eastern terminus of the new construction. This limitation has caused a reduction of about 50% in business being done and we would like to discuss compensation for the loss of business.

Will you please have the proper official get in touch with me in regard to this matter so we may arrive at an amicable solution.

Thank you very much.

ROBERT G. DANIELSON

R/lb

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SEP 11 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

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STATE HWY ENGR
SEP 11 '72
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DHM
FOR
Info

RECEIVED
SEP 11 1972
OREGON
STATE HIGHWAY COMMISSION

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL
WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

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7710

August 21, 1972

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the matter of the application of the State Highway Commission to alter a crossing on Cascade Drive, with the Oregon Electric Railway Company in Linn County, in the S 1/2 of the NE 1/4 of Section 30, Township 12S, Range 1W, W.M.
SXF 587 PUX 826

Dear Tom:

Herewith I hand you a copy of Order No. 72-582 issued by the Public Utility Commission under date of August 14, 1972, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
F. B. KLABOE

Jack L. Sollis
Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jn
Enclosure
cc: C.R. Burghardt (3)
F.B. Klaboe
C.T. Keasey (2)
R.N. Bothman (2)
J.B. Boyd (2)
L.E. George (2)
T.W. Litchfield
H.C. Johnson
R.P. Hamilton
H.S. Cox

RECEIVED
STATE HWY ENGR

AUG 21 '72

REFER TO
FBK

FOR

Info	Inves	[illegible]	[illegible]	[illegible]	Act	File
✓						

Order No. 72-582

Crossing No. 3S-16.90

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 587

In the matter of the application of)
the STATE HIGHWAY COMMISSION to alter)
a crossing on Cascade Drive, with the) ORDER
Oregon Electric Railway Company in Linn)
County, in the S 1/2 of the NE 1/4 of Sec-)
tion 30, Township 12S, Range 1W, W. M.)

On March 21, 1972, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to alter an existing highway grade crossing, known as the Cascade Drive crossing, over the tracks and right of way of the Oregon Electric Railway Company near Weldwood in Linn County, Oregon.

Copies of the application were duly served upon the Oregon Electric Railway Company (Burlington Northern, Inc.), the Board of Commissioners of Linn County, Pacific Power and Light Company, and Northwest Natural Gas Company.

On April 13, 1972, applicant filed revised plans in this matter with the Commissioner.

By letter to applicant dated May 1, 1972, the Commissioner requested that certain amendments be made in the application.

By letter dated June 7, 1972, applicant agreed to the amendments requested by the Commissioner.

By letter dated June 21, 1972, respondent, Oregon Electric Railway Company, offered no objection to the application as amended, provided that the Commissioner's order in this matter not include a direction for future maintenance of brush, etc., located on the railroad's right of way.

By letter dated June 27, 1972, applicant offered no objection to the provisions of respondent's letter of June 21, 1972.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the responses thereto, and the files and field investigation of the Commissioner, it is found that the application, as amended, should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

(a) Construct the crossing and bear all costs thereof.

(b) Bear the cost of furnishing and installing the crossbuck signs ordered herein.

(c) Clear trees and brush along the railroad right of way so that from a stop position northerly of the crossing and from a stop position southerly of the crossing (which would also be south of the Santiam Highway), the motorist approaching the crossing from either direction on Cascade Drive will have an unobstructed view along the railroad tracks for at least 500 feet in each direction, and bear all costs thereof.

(3) Linn County shall:

(a) Furnish, install and maintain one standard vehicle "stop" sign to be located northerly of the crossing and facing westerly-bound traffic on Cascade Drive, and bear all costs thereof.

(b) Furnish, install and maintain one standard "stop ahead" sign to be installed approximately 250 feet easterly of the crossing, facing westerly-bound traffic on Cascade Drive, and bear all costs thereof.

(c) Maintain that part of the crossing area outside of a line drawn two feet outside of each rail and bear all costs thereof.

(4) Railroad shall:

   (a) Subject to reimbursement by applicant, furnish and install two Commissioner's Standard No. 1R crossbucks at the crossing.

   (b) Maintain the crossbucks ordered herein and maintain that part of the crossing area lying between the rails and for a distance of two feet outside each rail and bear all costs thereof.

Made, entered and effective AUGUST 14 1972.

PUBLIC UTILITY COMMISSIONER OF OREGON

Lionel V. Lopez Acting for
Diarmuid F. O'Scannlain
Public Utility Commissioner

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

June 22, 1972

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

Attention: Robert Christman,
General Superintendent

Re: Sodaville-Vail Creek Section
Santiam Highway
F.A. Proj. F-196(27)
Contract No. 7740

Gentlemen:

The proposed training program for the Operating Engineer as submitted in your letter of June 2, 1972 to our Resident Engineer, Keats Oliver, is not acceptable to the State Highway Division.

The second paragraph on page (b) of the Special Provisions relating to on-the-job training specifies the minimum length and type of training will be established in the training program. The program submitted describes fairly well the type of training to be provided, but does not indicate the length of training. For your guidance in preparing an acceptable program, I am attaching copies of the training programs developed by the American Road Builders Association for a Front End Loader Operator. The purpose of the on-the-job training program is to provide training by the contractor, primarily of minority group members, aimed at developing full Journeyman in the type of trade involved. The fact that you are not signatory to any labor agreement does not relieve you of any responsibility to provide an acceptable training program.

No mention was made in your program of the Carpenter apprentice which was approved at the preconstruction conference. If the training in this craft is to be in accordance with the current standards of the State of Oregon Apprenticeship and Training Council, a detailed program of the training to be provided will not be required, as they will monitor the program. Only the minimum length of training to be provided, the approximate starting date of the apprentice and the name of the subcontractor who will provide the training, if such is the case, will be required.

Should you have any additional questions, please feel free to contact me.

Very truly yours,
George M. Baldwin
Administrator of Highways
By M Glenn
M. D. Glenn
Construction EEO Engineer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

MDG:fr
Enclosure
bc: Glen Green,
A. E. Johnson
Gene Huntley
J. B. Boyd & Keats Oliver w/att.

Form E-123

RECEIVED

STATE COPY

FORM PR-33A
(REV. 3-68)

Region
Wash DC
OSHD (Johnson)

7 [illegible]

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

ch

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No. 10	Report No. 1	County Linn	Division Oregon
Date of Inspection 6-21-72	Inspection Made By P. V. Riedl, Area Engineer		Project No. F-196(27)

In Company With
Keats Oliver, Resident Engineer

Location
Station 947 to Station 1027 on the Santiam Highway east of Lebanon, Oregon.

Contractor Name and Address
Morse Bros., Inc., PO Box 7, Lebanon OR 97355

Award Date 5-4-72	Contract Amount $852,795.75	Time Allowed 150 days	Time Started 5-17-72	Work Started 5-5-72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 20 %	Work Completed 3%	

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING		
			THICKNESS		WIDTH (Feet)
			EDGE (Inches)	CENTER (Inches)	
Grading & Paving	6204	1.516	16"	16"	84'

STRUCTURES OVER 20 FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

COPY SENT
JUL 19 1972
REGIONAL OFFICE

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
Grading and Paving

The project is located on the Santiam Highway approximately 1.6 miles southwest of Lebanon in Linn County.

The work consists of 1.5 miles of roadbed grading, lime treated subgrade, treated base mixture and asphalt concrete pavement. Also construct a double 8'x5' box culvert at Station 1024.

7-24-72

Al c Young

1. Work Completed

Clearing & Grubbing	80% Complete
Drainage	4%
CTB aggregate produced	40%

2. Work in Progress

Culvert crew work on culvert Station 1022+15 to 1023+80. No other work in progress.

(more)

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

3. Comments

A preconstruction conference was held at the project office in which all the features of the project were reviewed with the contractor. Under the EEO requirements Mr. F. Morris has been assigned as the Equal Opportunity Officer. The necessary monthly report is in on the project and the contractor is working on all the necessary requirements for the EEO specifications. The necessary posters are placed on the project; however, the wage scales are not yet posted. The Resident will advise the contractor to immediately post these wage scales. The contractor has the necessary traffic signing placed on the project and traffic is traversing the project without any appreciable problems.

Under the utilities the power company has about 2/3 of their work accomplished. They will have all but 4 poles moved by the end of next week. The telephone company utility move is nearly completed and work is progressing on the gas company's utility move. The contractor has 4 subcontracts on the project - one for the box culvert, one for the curbs and inlets, one for the signing work on the project and one for seeding and mulching on the project.

Extra Work Order No. 1 has been approved covering the flagging cost amounting to $2500. Extra Work Order No. 2 has been approved covering the trainees for the project. There are two trainees set up for this project. One will be an equipment operator and the other a carpenter. Extra Work Order No. 3 is being prepared covering the work on the sewage lagoon in the amount of $2000. Price Agreement No. 1 is being prepared for changing the specifications to eliminate the lime treated base at Sta 947 to 1027. The plan will be to utilize 12" of borrow material below the cement treated base in lieu of the lime treatment as specified in the contract. There will be no cost change for this price agreement.

RECEIVED
JUL 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
JUN 9 [illegible]
FOR FILING

7140

June 7, 1972

Honorable Diarmuid F. O'Scannlain
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Amended Application: Reconstruction of grid crossing at Cascade Drive and the Oregon Electric Railway Company, Sodaville Road-Vail Creek Section; Santiam Highway; Linn County
SXF 587 / PUX 826

NOTED F. B. KLABOE

Dear Mr. O'Scannlain:

Mr. Astle, by letter of May 21, 1972 suggested that the Highway Division make certain alterations in their application. The first suggestion relating to a stop sign and advanced warning signs is acceptable to the State Highway Division and under Item 22 in the application it was provided that the State would install and maintain appropriate advanced warning signs on the Santiam Highway at State expense and County would install and maintain appropriate advanced warning signs on Cascade Drive at County expense. Therefore, the signs suggested in Mr. Astle's letter can be put in with the installation and maintenance portion to the State or the County depending on whose right-of-way the sign is located on.

As regards the suggestion 2 of Mr. Astle's letter, the Highway Division is agreeable to clearing the brush and if permission is secured from the railroad it will be cleared. I do believe that provisions should be made in the order to provide that the railroad will keep the brush cleared in the future inasmuch as most of the brush is located on railroad right-of way.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

NOTED F. B. KLABOE

RECEIVED
JUN 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:sd

RECEIVED
JUN 6 1972

FOR FILING

7740

June 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. F-196(27)

FROM George M. Baldwin
Administrator of Highways

by ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Programing Engineer

SUBJECT Request; Change Order Approval

Contract 7740 Extra Work Order No. 3

Project Sodaville Road-Vail Creek

Highway Santiam

County Linn

The order covers reconstruction of the sanitary facilities for the Pineway Apartments located right of station 1020. This work is necessary to fulfill the right-of-way agreement and to comply with the standards of environment quality control. This work was anticipated.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 22, 1972.

Your approval as of May 22, 1972 is requested.

Attachments

JK:js

RECEIVED
MAY 25 1972

FOR FILING

7740

May 25, 1972

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7740 for work on the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
J. B. Boyd
Keates Oliver

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: May 22, 1972

In reply refer to: 10-35.7

7740

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-196(26)
Sodaville Road-Vail Creek, Santiam Highway
Right of Way

Returned herewith are the approved right of way plans for subject project. This office authorized acquisition of right of way on December 1, 1971. Federal participation is subject to the provisions of the 80 Series PPM's.

An executed copy of the project agreement will be forwarded separately.

Enclosure

5-26-72

Ed

RECEIVED
MAY 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

cc Young
Hall.
Moehring

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

INDE OF SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2-4	Right of Way Plans

STATE OF OR

STATE HIGHWAY D

PLANS FOR PROPOSED

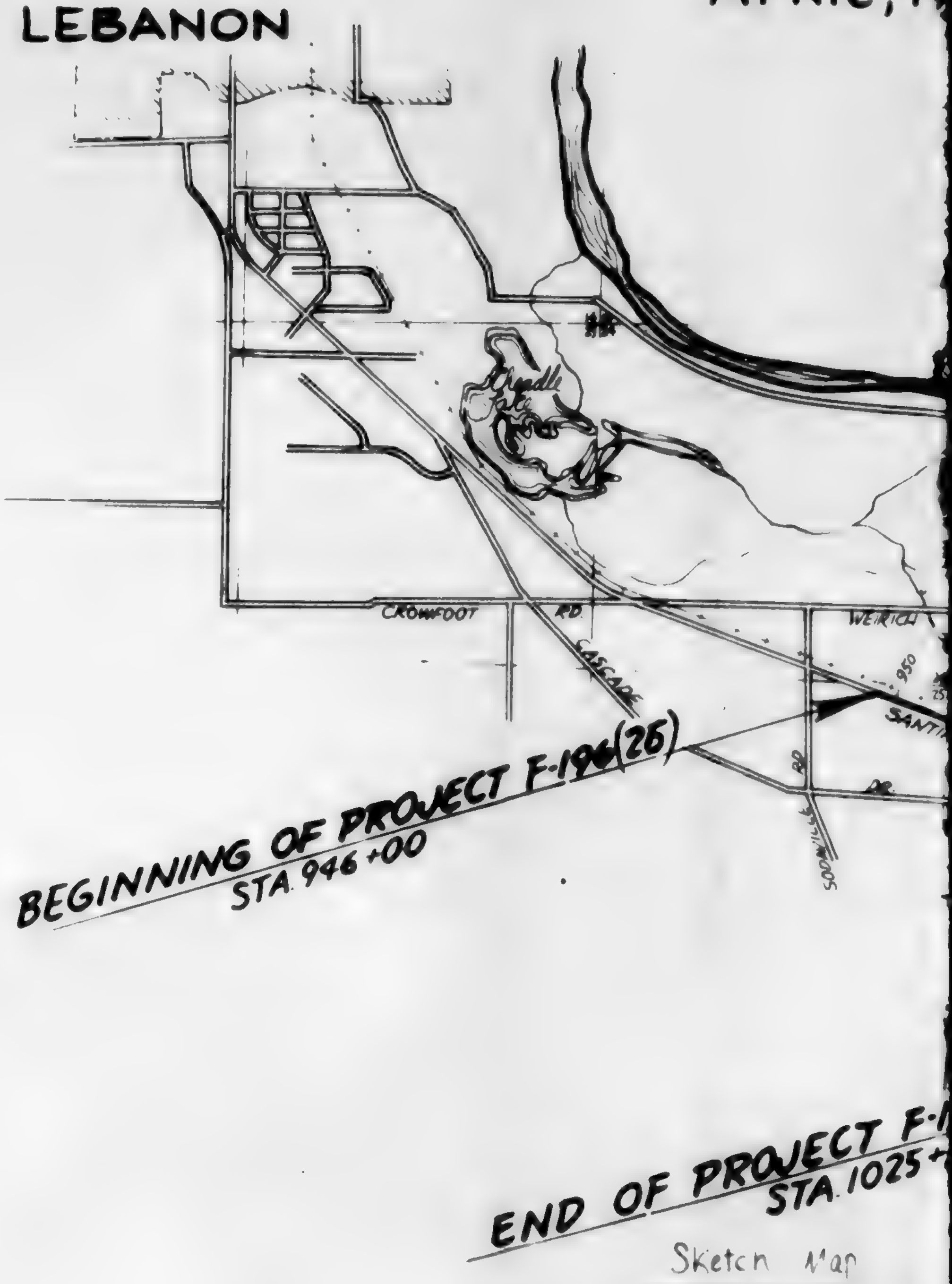
RIGHT OF

SODAVILLE RD.-VAIL

SANTIAM H

LINN CO

APRIL, 19



BEGINNING OF PROJECT F-196(26)
STA. 946+00

END OF PROJECT F-1
STA. 1025+

Sketch Map

Scale

LEGEND

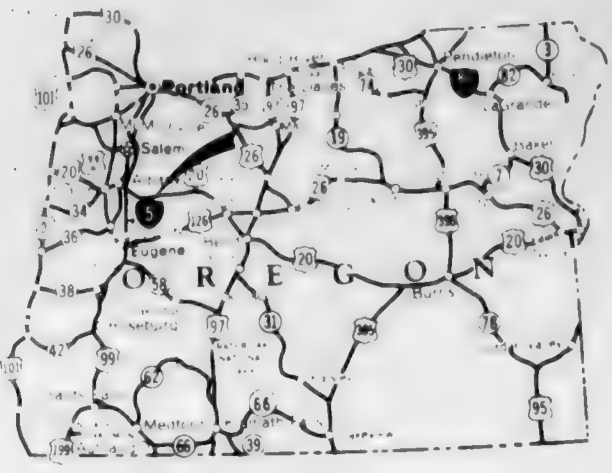
Township or Range Line
Section Line
Quarter Section Line
Sixteenth Section Line
Property Line
Access Control Line
(FX) Farm Crossing
(A) Access
(PA) Private Access
(PAL) Private Access Limited
(CA) Commercial Access
(CAL) Commercial Access Limited
(RA) Restricted Access
(SA) Special Access
(O) Overcrossing
(U) Undercrossing

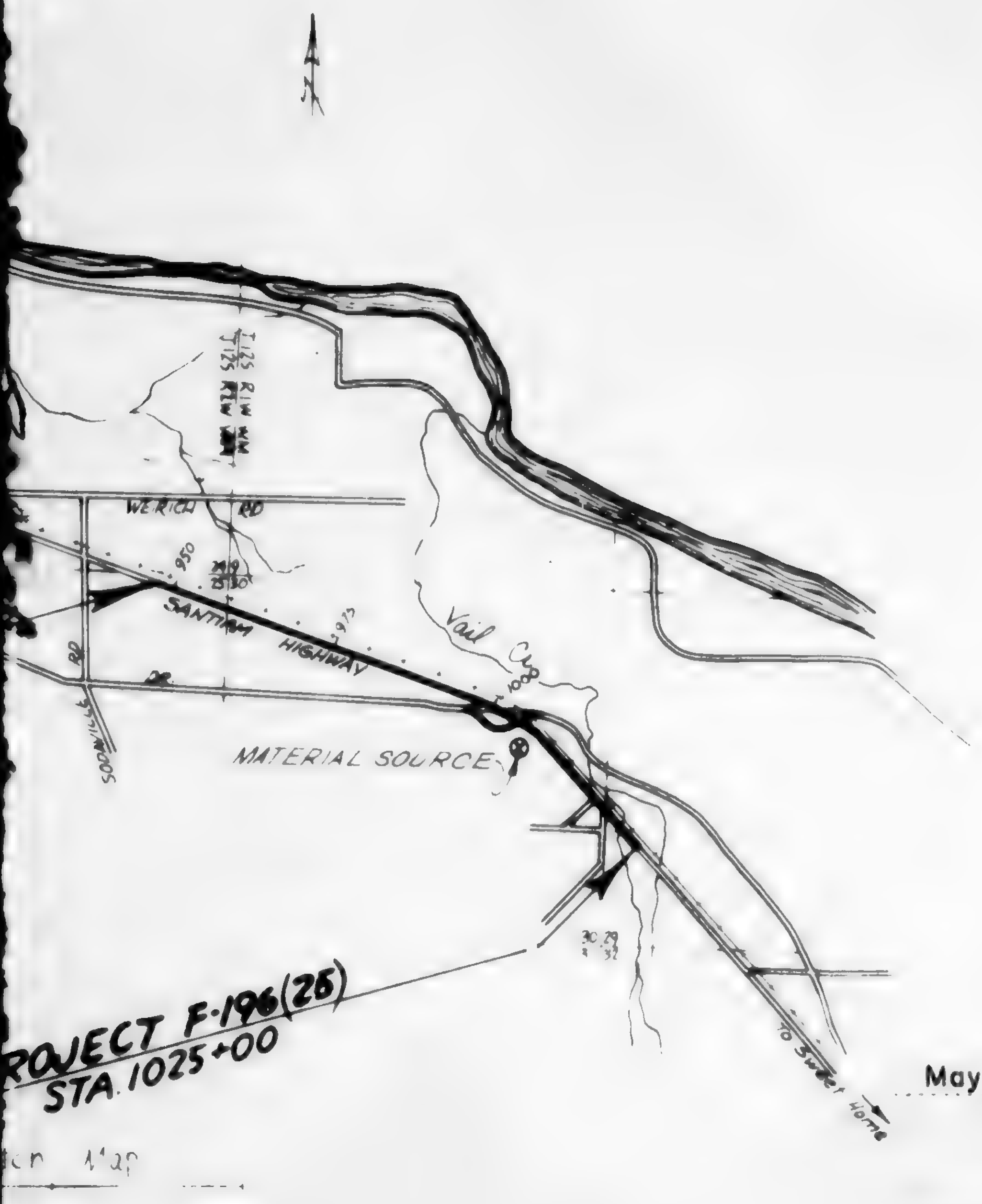
IRV-272

STATE COPY

SODAVILLE RD-VAIL CREEK SEC. SANTIAM HIGHWAY LINN COUNTY					SHEET No 1
FED ROAD Div No	STATE	PROJECT NUMBER		FISCAL YEAR	TOTAL SHEETS
10	OREGON	F-196(26)			See Index

OF OREGON
AY DIVISION
ROPOSED PROJECT
HT OF WAY
VAIL CREEK SECTION
AM HIGHWAY
UN COUNTY
APRIL, 1972





ion Map

May 2, 1972
Date

Tom Edwards
STATE HIGHWAY ENGINEER

Fred B. Klaboe
DEPUTY STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

Glenn L. Jackson Chairman
Fred W. Hill Commissioner
Thaddeus B. Bruno Commissioner

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED G. K. Hoesner MAY 22 1972
DISTRICT ENGINEER DATE

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-95	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* [illegible]	COUNTY Linn PROJECT NO. F-196(27)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 20 1.7 Mi. S.E. of S. City Limits of Lebanon, S.E. 1.46 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	4-5-72	1.516
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT $ 944,675	FEDERAL FUNDS $ 600,435

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION (Official name of Highway Department)	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By	By (Division Engineer)
Assistant State Highway Engineer (Title)	For R. E. Simpson
By (Title)	Date executed by Division Engineer MAY 17 1972
By (Title)	

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-County agreement approved by the Highway Commission on January 11, 1972.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. F-196(27)

SODAVILLE ROAD-VAIL CREEK SECTION OF THE SANTIAM HIGHWAY IN LINN COUNTY

Salem, Oregon, May 11, 1972

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 947+00 to Sta. 1027+00)

Mobilization	All	Required		$ 20,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Clearing and Grubbing	All	Required		10,000.00
Removal of Structures and Obstructions	All	Required		15,000.00
Ditch Excavation	170	cu.yd.	5.00	850.00
Embankment Foundation Excavation	100	cu.yd.	10.00	1,000.00
Borrow Excavation	9,200	cu.yd.	2.00	18,400.00
General Excavation	22,900	cu.yd.	1.50	34,350.00
Trench Excavation	2,740	cu.yd.	5.00	13,700.00
Finishing Roadbed and Slopes	All	Required		3,000.00
Watering	250	M-gal.	5.00	1,250.00
Coarse Aggregate Base	1,000	cu.yd.	5.50	5,500.00
Lime-Treated Subgrade	87,000	sq.yd.	0.40	34,800.00
Lime for Treated Subgrade	980	ton	33.00	32,340.00
Treated Base Mixture	48,200	ton	4.75	228,950.00
Cement in Treated Base Mixture	2,650	ton	30.00	79,500.00
Class "B" Asphalt Concrete Mixture	19,500	ton	6.75	131,625.00
Asphalt Cement in Mixture	1,270	ton	35.00	44,450.00
Class "A" Concrete in Box Culverts	150	cu.yd.	108.00	16,200.00
Reinforcement in Box Culverts	23,400	lb.	0.20	4,680.00
12-inch Culvert Pipe	610	lin.ft.	5.50	3,355.00
15-inch Culvert Pipe	30	lin.ft.	7.00	210.00
18-inch Culvert Pipe	550	lin.ft.	7.50	4,125.00
24-inch Culvert Pipe	320	lin.ft.	8.50	2,720.00
30-inch Culvert Pipe	45	lin.ft.	16.00	720.00
8-inch Sewer Pipe	360	lin.ft.	5.00	1,800.00
12-inch Sewer Pipe	4,200	lin.ft.	5.90	24,780.00
15-inch Sewer Pipe	1,400	lin.ft.	7.50	10,500.00
18-inch Sewer Pipe	640	lin.ft.	9.30	5,952.00
21-inch Sewer Pipe	520	lin.ft.	10.75	5,590.00

36-inch Arch-Type Pipe	220 lin.ft.	14.00	3,080.00
15-inch Paved Culvert End Slopes	4 only	110.00	440.00
18-inch Paved Culvert End Slopes	5 only	125.00	625.00
24-inch Paved Culvert End Slopes	2 only	150.00	300.00
36-inch Arch-Type Paved Culvert End Slopes	4 only	250.00	1,000.00
Concrete Inlets, Type CG-2	36 only	247.50	8,910.00
Concrete Inlets, Type G-2	5 only	220.00	1,100.00
Guard Rail, Type 2A	500 lin.ft.	6.00	3,000.00
Guard Rail Anchors	4 only	250.00	1,000.00
Concrete Walks	4,900 sq.yd.	4.95	24,255.00
Concrete Driveways	1,300 sq.yd.	6.90	8,970.00
Concrete Curbs	240 cu.yd.	77.00	18,480.00
Extra for Asphalt Approaches	10 only	50.00	500.00
Guide Posts	60 only	10.00	600.00
4-inch Thermoplastic Pavement Line	275 lin.ft.	2.25	618.75
12-inch Thermoplastic Pavement Line	275 lin.ft.	4.40	1,210.00
Roadside Seeding and Mulching	4 acre	440.00	1,760.00
			$ 851,195.75

Flagging (60% of Contractor's Cost)	All Required	$ 2,500.00
Railroad Protective Costs	All Required	3,000.00
Temporary Erosion Control	All Required	500.00
On-the-Job Trainees (2)	All Required	1,600.00
		$ 7,600.00
	Subtotal	$ 858,795.75
	10% Engr. & Cont.	85,879.25
	Total	$ 944,675.00

Length of Project - - - - - 1.516 Miles
Cost of Roadway Per Mile- - $623,136.54

Retain in Program

Reconstruct Sanitary Facility, Rt. Sta. 1020	All Required	$ 2,000.00
	Subtotal	$ 2,000.00
	10% Engr. & Cont.	200.00
	Total	$ 2,200.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$ 944,675.00	$600,435.00	$344,240.00
Retain in Program	2,200.00	1,300.00	900.00
Total	$ 946,875.00	$601,735.00	$345,140.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Contract No.7740

Prefix 22-1041

Group 1 - 96 Group 8 - 4

SODAVILLE ROAD-VAIL CREEK SECTION

Nonparticipating State Work

Setting Mailbox Posts	40 only	40.00	$ 1,600.00
Furnish Mailbox Posts	All Required		300.00
Permanent Pavement Striping	All Required		1,800.00
State Responsibility for Damages	All Required		500.00
Consumer Power Company	All Required		6,500.00
N. W. Natural Gas	Lump Sum		778.10
			$ 11,478.10

SODAVILLE ROAD-VAIL CREEK SECTION

R.R. Protective Cost - BNI

Figure Full Flagging Crew for One Month -- Headquarters: Sweet Home

1 Section Foreman	@ $ 813.56 per month
2 Section Laborers	@ $ 3.76 per hour
2 x 3.76 x 8 x 21 x 1 =	$1,263.36
Subtotal	$2,076.92
+35% Payroll Additives	726.92
Total RR Prot. Cost	$2,803.84

State will stand $3,000 R.R. Protective Cost

RECEIVED
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

77

Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

May 12, 1972

Attn: Bob Christman

Gentlemen:

Re: Sodaville Rd.-Vail Creek Section
Santiam Highway
F.A. Proj. No. F-196(27)
Contract No. 7740

This is to confirm my verbal approval of your selection of crafts in which you propose to provide the specified trainees on the subject project. This approval will permit you to commence work on the project.

At the preconstruction conference held on May 11, 1972, you notified me by letter that training would be provided in the Carpenter and Operating Engineer crafts. I requested at that time your early submission of your proposed training programs for these trainees in order that the required approval by the State and Federal Highway Administration may be obtained. As the work in which these trainees will be involved is anticipated to start in the near future, I therefore request their training programs be submitted by June 1, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
A. E. JOHNSON

By MDGlenn

M. D. Glenn
EEO Engineer

MDG:fr

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
J. B. Boyd
Keats Oliver

RECEIVED
MAY 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 11, 1972

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Award of Contract
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
Project No. F-196(27)
Contract No. 7740
Your File: 037-2

Gentlemen:

On May 4, 1972, the Oregon State Highway Commission awarded the above captioned contract to Morse Bros., Inc., P.O. Box 7, Lebanon, Oregon 97355.

As soon as the signed contract and bond have been received from the contractor, a conformed copy will be sent to you for your records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

NOTED
F. B. KLABOE

TWL:dl

cc: F. B. Klaboe
Floyd Query (Please send 2 conformed copies to me when available)
J. B. Boyd
Keats Oliver
F. W. Sugnet

[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 9, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of May 2, 1972 is requested in the award of contract for the Sodaville Rd.-Vail Creek Section. Project No. F-196(27).

The contractor receiving the award is Morse Bros., Inc., in the amount of $852,795.75 with Contract No. 7740 assigned. This bid was received on April 27, 1972 and awarded on May 4, 1972.

All rights-of-way or rights-of-entry have been acquired. The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration Endorsement

Date____________________________

I concur in the award.

____
R. E. Simpson, Division Engineer

CL:bb

RECEIVED

May 4, 1972

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission today accepted your proposal for work on the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County for the sum of $852,795.75 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Later today approval was received and the Administrator of Highways awarded you the project, which has been assigned Contract No. 7740.

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

C. T. Keasey
Walt Hart
J. B. Boyd
Keats Oliver
Wm. Geibel (SAIF)
Don Trout

7740

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE May 2, 1972

TO Mr. Carroll T. Keasey
Construction Engineer
BUILDING

FROM ORIGINAL SIGNED BY
FRANK L. HALL
Frank L. Hall
Design Engineer

SUBJECT Sodaville Road-Vail Creek Project
Santiam Highway
Contract No. 7740
Footpaths and Bicycle Trails

NOTED
F. B. KLABOE

The following items are chargeable to footpaths and bicycle trails on the subject project:

Item No.	Item	Unit	Quantity	Contract Price	Total
8	General Excavation	Cu.Yd.	720	1.50	1,080.00
19	Class "A" Concrete in Box Culvert	Cu.Yd.	12	108.00	1,296.00
20	Reinforcement in Box Culvert	Lbs	1913	0.20	382.60
23	18 inch Culvert Pipe	Lin.Ft.	45	7.50	337.50
24	24 inch Culvert Pipe	Lin.Ft.	26	8.50	221.00
25	30 inch Culvert Pipe	Lin.Ft.	4	16.00	64.00
31	36 inch Arch Type Pipe	Lin.Ft.	18	14.00	252.00
40	Concrete Walks	Sq. Yd.	4647	4.95	23,002.65
				Total	$26,635.75

Walks on this project are 6.5 foot wide PC concrete sidewalks along the south side of the Santiam Highway through this 1.19 mile project.

CGS:jg
cc: F. B. Klaboe
Verne Skoog
Victor Wolfe
C. G. Swenson
L. H. Young

RECEIVED
MAY 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT

NOTED
A. E. JOHNSON

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310
PHONE 378-6511

7740

May 1, 1972

Northwest Natural Gas Company
3123 Broadway N. E.
Salem, Oregon 97303

ATTENTION: Mr. R. M. Leidig

RE: Natural Gas Service Adjustments
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 4, 1972, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of April 26, 1972.

Reimbursement for the work performed on and subsequent to April 26, 1972, in the amount of $778.10, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By **ORIGINAL SIGNED BY**
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:fw
cc: A. E. Johnson
V. L. Gallagher (w/att.) (2)
V. E. Skoog
J. B. Boyd(w/attach.) (2)
Keats Oliver "
H. C. Johnson "
F. W. Sugnet "

NOTE TO J. B. BOYD: Please have a State Force Order prepared and submitted for this work. (Prefix No. 22-1041). Return one copy of estimate and sketch with SFO.

STATE HIGHWAY

Form E-123

1859

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

7740

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Mr. R. H. Sallee
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

April 25, 1972

Re: Power Line Relocation
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County

ATTENTION: Mr. Lloyd Lamothe

Gentlemen:

This is to confirm our verbal notification of April 19, 1972, that all permits of entry to right of way being acquired for the construction of the subject project had been obtained and that your company could proceed with the relocation of power facilities at the earliest possible date.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
L. H. Young
J. B. Boyd
Keats Oliver
H. C. Johnson
F. W. Sugnet

NOTED
A. E. JOHNSON

RECEIVED
APR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1

UTILITY UNIT

1859

OREGON STATE
HIGHWAY DIVISION

7790

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 14, 1972

Burlington Northern Inc.
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Revised Encroachment Map and Cross Sections
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
Your File: 037-2

Gentlemen:

In my letter to you dated April 6, 1972, I indicated that a revised encroachment map and description of easements would be submitted as soon as they were prepared. Enclosed you will find three prints each of the following information:

1. Encroachment Map No. 9B-8-9, revised April, 1972.
2. Encroachment Cross Sections, Drawing No. 9B-8-10, revised April, 1972.
3. Description of easements for Right of Way File No. 46991, dated April 4, 1972.

NOTED
F. B. KLABOE

This should complete the information you require to prepare the construction agreement and easements for the construction of this project.

As indicated in my April 6 letter, it will be more expedient for you to prepare a permit of entry which will allow our project to proceed as scheduled on April 27, 1972.

Your cooperation in this regard will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
F. L. Hall
J. L. Sollis
J. B. Boyd
F. W. Sugnet

RECEIVED
1972
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

April 12, 1972

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Bldg.
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: Reconstruction of the grade crossing
at Cascade Drive and the Oregon Electric
Railway Company; Sodaville Road-Vail Creek
Section, Santiam Highway, Linn County.
PUX 826 SXF 587

Dear Mr. O'Scannlain:

Please find seven copies of revised plans on the above file. Would you please serve these revised plans on all of the interested parties concerned in this file.

Very truly yours,

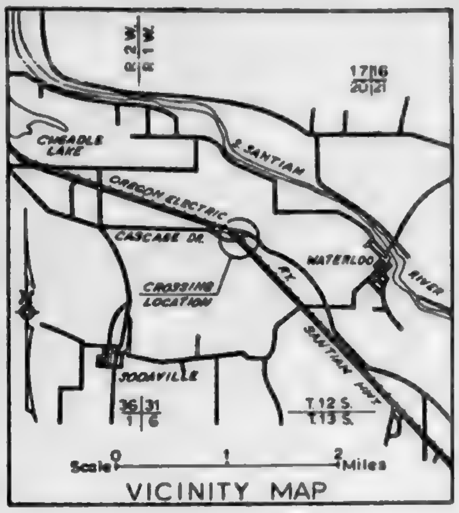
LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures
cc: Tom Edwards
J. B. Boyd
F. D. Morgan
T. W. Litchfield

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

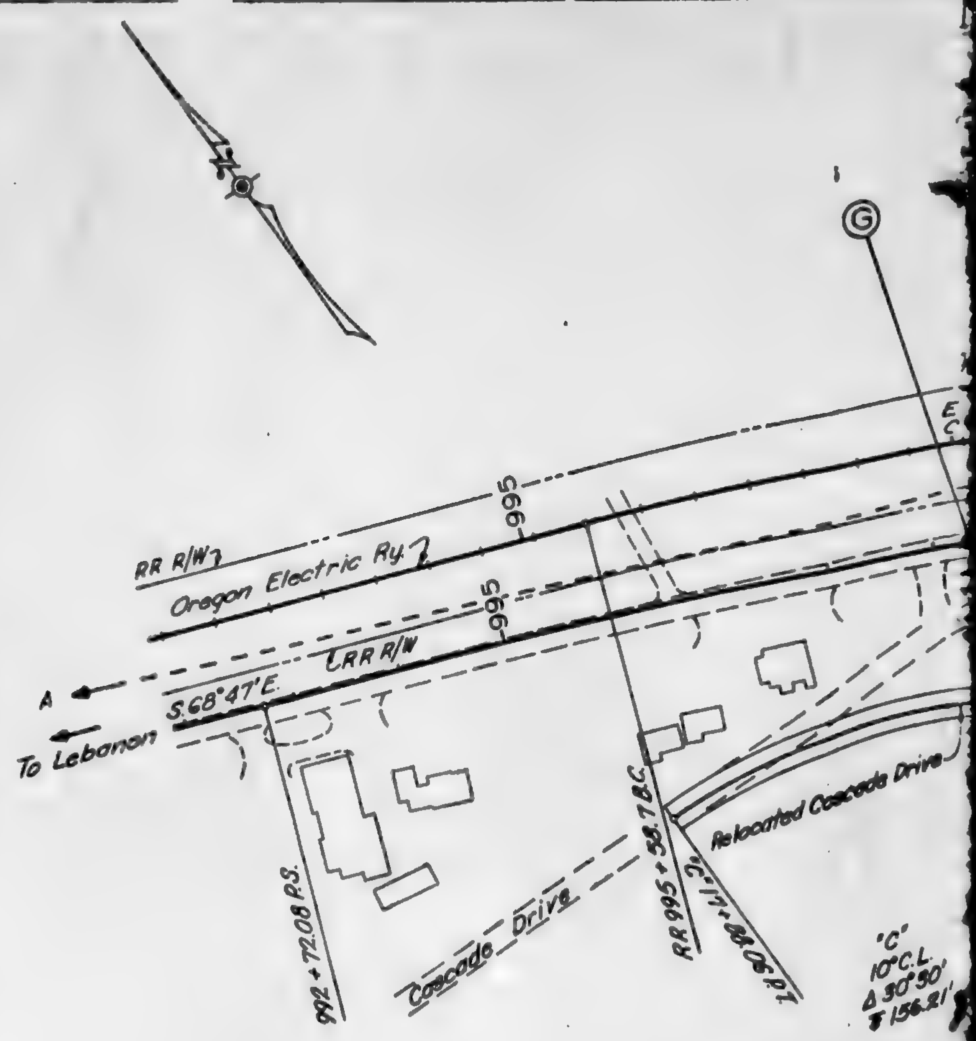
ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

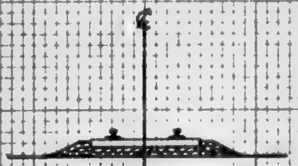


VICINITY MAP

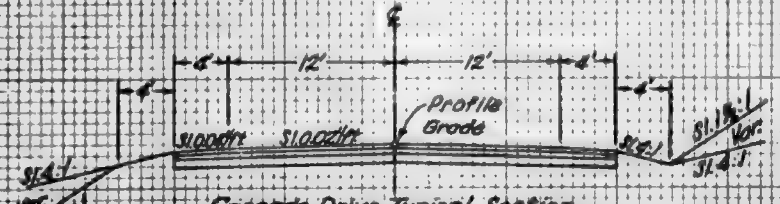
POINT	DISTANCE ALONG CASCADE DR. FROM MAIN LINE CROSSING TO POINT.		GREATEST DISTANCE FROM MAIN LINE CROSSING R.R ENGINE CAN BE AT SIGHTING.	
	EASTERLY	WESTERLY	EASTERLY	WESTERLY
A	50'		1000'	2400'
B	500'		300'	50'
C		50'	1000'	450'
D		500'	500'	200'
	DISTANCE ALONG SANTIAM HWY. FROM MAIN LINE CROSSING TO POINT.		GREATEST DISTANCE FROM MAIN LINE CROSSING R.R. ENGINE CAN BE AT SIGHTING	
E		50' (SOUTHERLY)	1000	450
F	500		250	400
G		500	400	100

SIGHTING TABLE

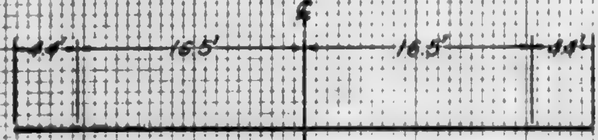




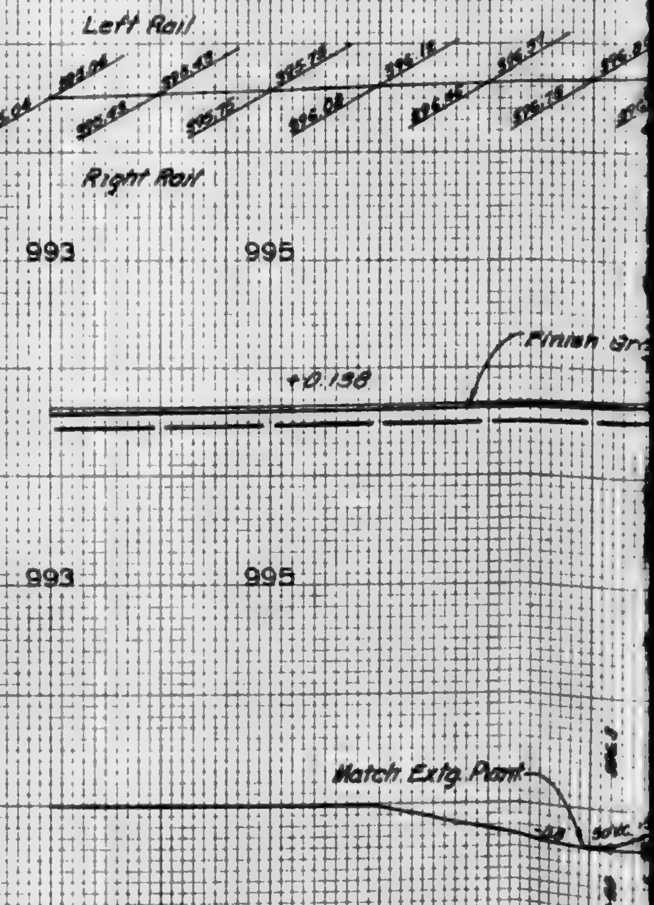
Railroad Typical Section



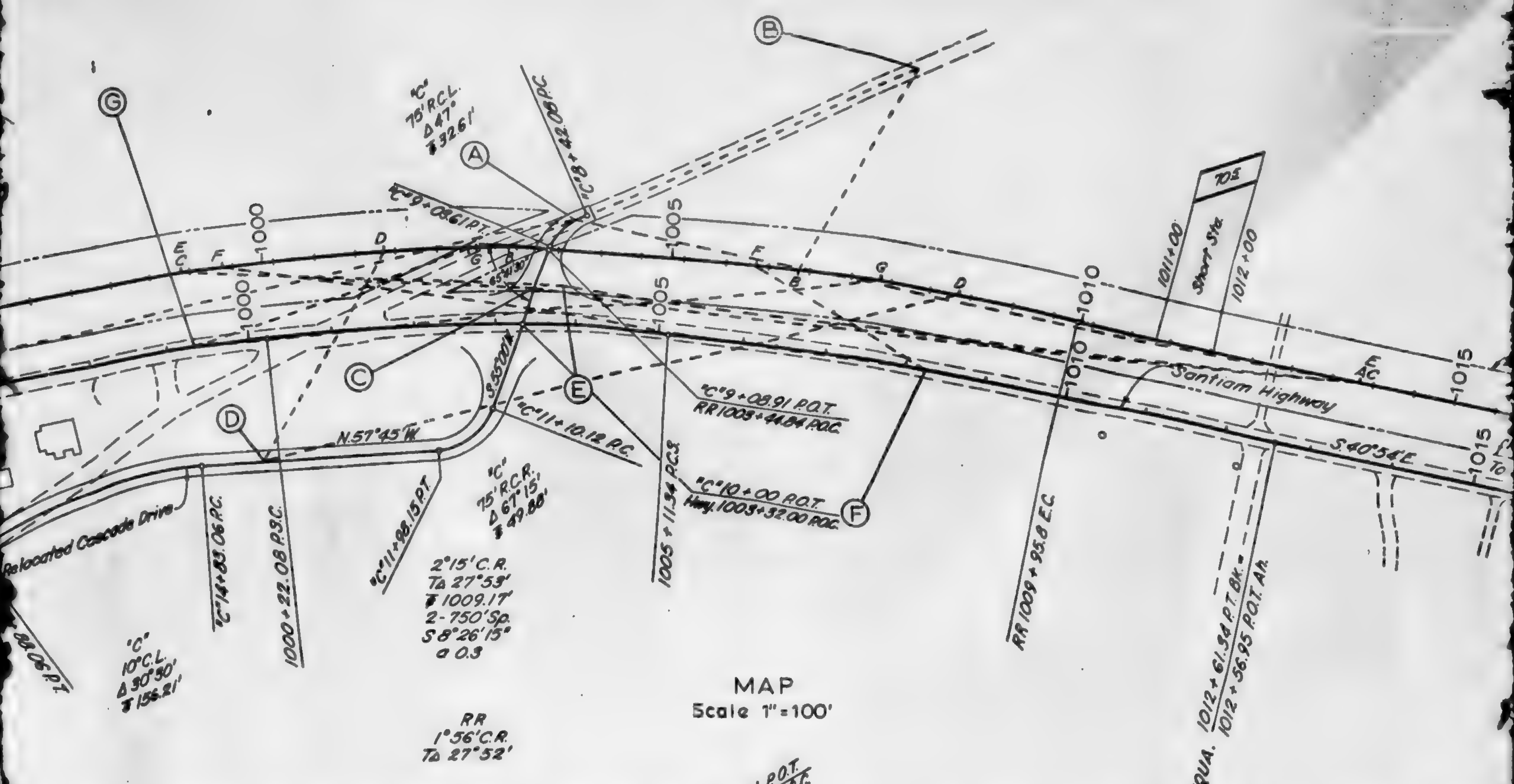
Cascade Drive Typical Section



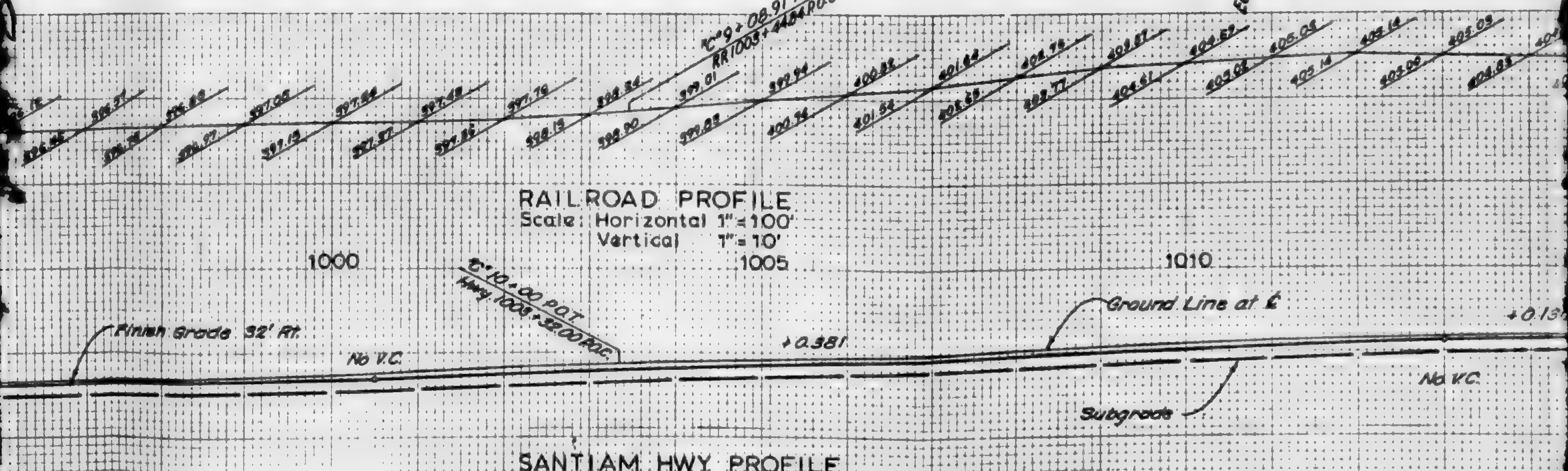
Cascade Drive Cross-Section Along ℄ Of Railroad



N.E. 1/4 SEC. 30, T.12 S., R.1 W., W.M.

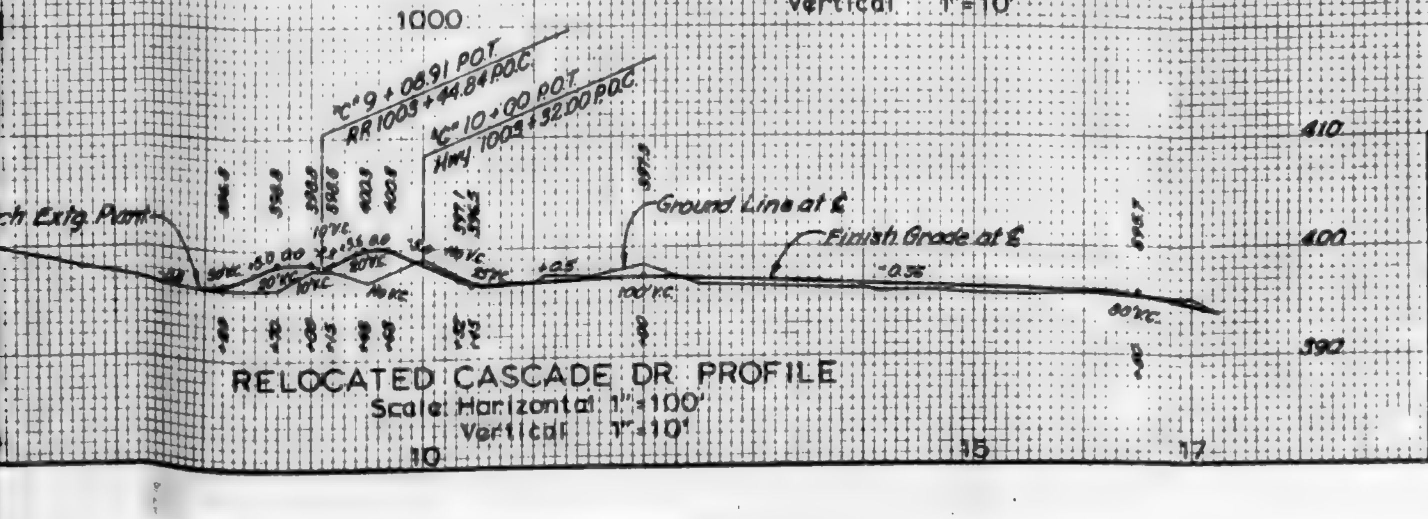


MAP
Scale 1"=100'



RAILROAD PROFILE
Scale: Horizontal 1"=100'
Vertical 1"=10'

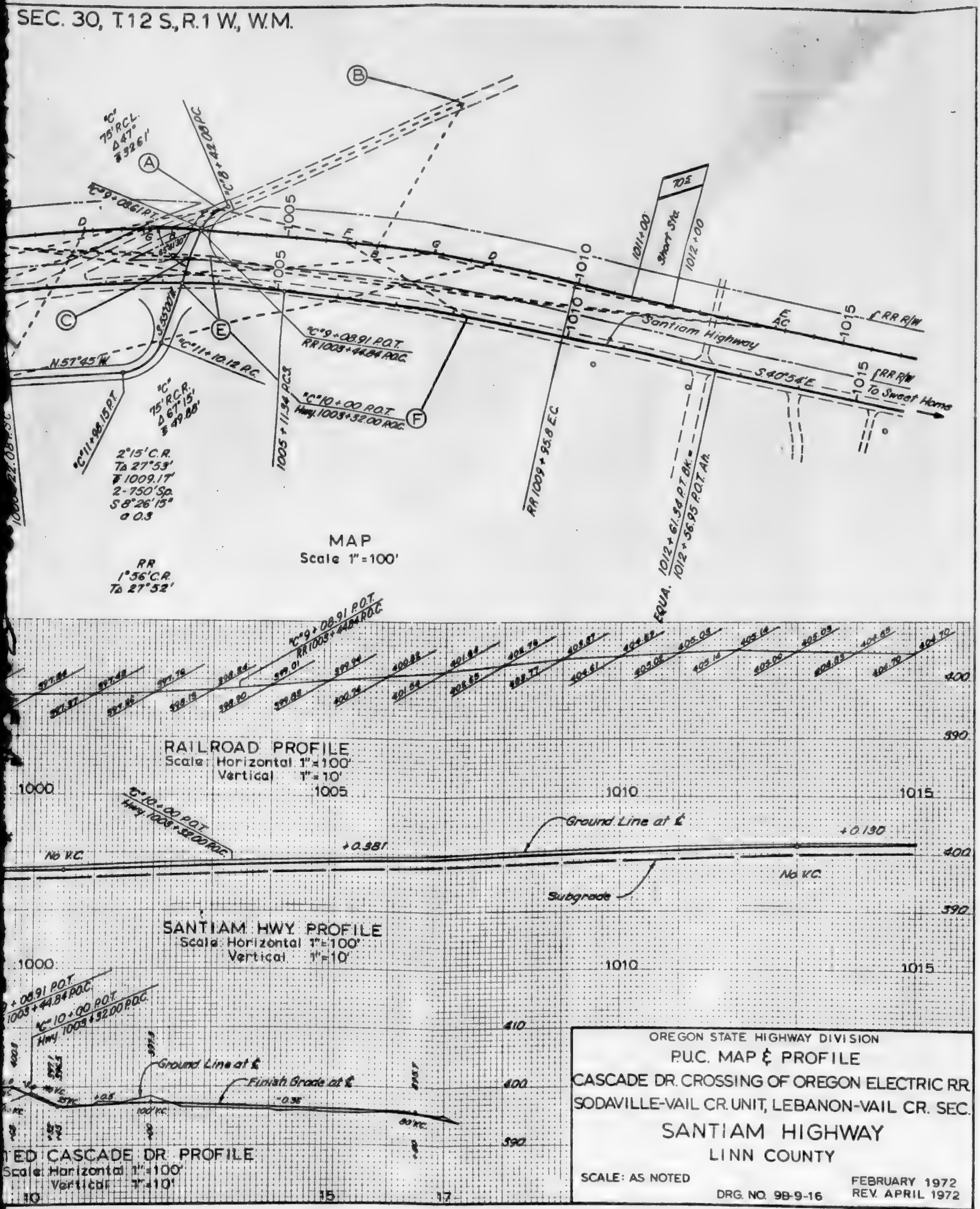
SANTIAM HWY. PROFILE
Scale: Horizontal 1"=100'
Vertical 1"=10'



RELOCATED CASCADE DR. PROFILE
Scale: Horizontal 1"=100'
Vertical 1"=10'

OREGON STATE HIGHWAY DIVISIO
P.U.C. MAP & PROFILE
CASCADE DR. CROSSING OF OREGON E
SODAVILLE-VAIL CR. UNIT, LEBANON-VA
SANTIAM HIGHWA
LINN COUNTY

SCALE: AS NOTED
DRG. NO. 9B-9-16
FEB
REV.



OREGON STATE HIGHWAY DIVISION
P.U.C. MAP & PROFILE
CASCADE DR. CROSSING OF OREGON ELECTRIC RR.
SODAVILLE-VAIL CR. UNIT, LEBANON-VAIL CR. SEC.
SANTIAM HIGHWAY
LINN COUNTY

SCALE: AS NOTED
FEBRUARY 1972
REV. APRIL 1972
DRG. NO. 9B-9-16

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-11-72

FEDERAL AID PROJECT NO.
F-196(27)

STATE PROJECT NO.
SODAVILLE RD.-VAIL CREEK SECT.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
P-504

COUNTY NAME
LINN

PROGRAM STAGE (Check)
☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4-13-72
Young

DATE PS&E APPROVED APRIL 5, 1972	DATE AUTHORIZATION EFFECTIVE APRIL 5, 1972	FEDERAL ROUTE NUMBER PRIMARY ROUTE 37	STATE ROUTE NUMBER SANTIAM HIGHWAY ROUTE 16

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $2,500.00; TEMPORARY EROSION CONTROL IN AMOUNT OF $500.00; ON THE JOB TRAINING IN AMOUNT OF $1,600.00 AND RAILROAD PROTECTIVE SERVICES IN AMOUNT OF $3,000

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW AS SHOWN IN YOUR ESTIMATE.

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
CONTRACTOR'S FLAGGING $2,500.00
TEMPORARY EROSION CONTROL $500.00
ON THE JOB TRAINING $1,600.00
RAILROAD PROTECTIVE SERVICES $3,000.00

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S APRIL 3, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

THE ABOVE AUTHORIZATION IS GRANTED WITH THE UNDERSTANDING THAT RIGHT OF ENTRY AND USE OF ALL RIGHT OF WAY WILL BE ACQUIRED PRIOR TO YOUR REQUEST FOR CONCURRENCE IN AWARD.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE 4-11-72	SIGNATURE OF APPROVING OFFICIAL	TITLE DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

April 6, 1972

Burlington Northern Inc.
1101 N. W. Hoyt
Portland, Oregon 97207

NOTED
F. B. KLABOE

ATTENTION: Mr. H. F. Moy

Re: Revisions in Construction Plans
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
Your File: 037-2

Gentlemen:

This is in reply to your letter dated March 22, 1972, wherein you request several revisions be made in our construction plans for the above captioned section. You will find enclosed three sets of construction plans and special provisions reflecting as many changes as we can incorporate into them without affecting the integrity of the design of the highway.

We are in the process of revising our encroachment map to show the permanent easement line no closer than 30 feet from the centerline of your track. The additional areas will be designated as slope and drainage easements, with the understanding that the right granted by the Railroad to the State will provide for the future maintenance of the slope and ditch line between the railroad and highway. A revised encroachment map and description of easements will be submitted to you as soon as they are prepared.

We have re-designed the profile of Cascade Drive to provide a level grade for a distance of 25 feet on the northeasterly side of the tracks, but the close proximity of the Santiam Highway to the railroad on the southwesterly side will prevent any change in our profile on the southwesterly side of the track. You will also find enclosed, three reduced prints of our revised PUC map and profile, Drawing No. 9B-9-16, revised April, 1972, reflecting this change. This drawing will be submitted to the Public Utility Commissioner for attachment to the PUC Order.

With regard to your telephone lines which occupy the Linn County Telephone Company poles, I wish to advise that the Linn County Telephone poles occupy state highway right of way by virtue of Permit No. 244, a copy of which is hereto attached. Any future adjustment of the Telephone Company's facilities which are required by the construction of state highway facilities, must be made at no cost to the State. Therefore, since your lines occupy the poles owned by the Linn County Telephone Company, any adjustment to your facilities must be at no cost to the State.

I understand from a discussion with your Mr. L. B. Kroft, that the construction agreement will not be prepared in time for presentation to the Highway Commission meeting scheduled for May 16, 1972. I must remind you also that bids are to be opened for this project on April 27, 1972. Therefore, please prepare a permit of entry which will allow the State to proceed with its construction with the understanding that the construction agreement will be executed when received in a form satisfactory to the State. Your cooperation in helping us meet our construction schedule will be very much appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures

cc: F. B. Klaboe w/copy of BNI letter
~~F. L. Hall~~
J. B. Boyd
J. L. Sollis
F. W. Sugnet

Note to Mr. J. L. Sollis: You will find 21 prints of revised Frawing No. 9B-9-16 enclosed herewith. Please submit to the Public Utility Commissioner as a substitute for the drawing attached to the application submitted to the PUC with your letter dated March 21, 1972.

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BURLINGTON NORTHERN

ENGINEERING DEPARTMENT
Portland Region

1101 N.W. Hoyt Street
P. O. Box 571
Portland, Oregon 97207
Telephone (503) 228-9111

March 22, 1972

George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Utility Unit, Highway Bldg.
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield

Dear Sir:

Please refer to your letters March 13 and February 3, 1972, with attached preliminary plans for the Sodaville Road to Vail Creek section of the Santiam Highway.

The Burlington Northern has no objection to this proposal with the following exceptions. Please revise the plans showing encrochments to show the permanent easement line to be no closer than 30 feet from the centerline of our main track. The additional area required for slopes, drainage, etc., can then be shown as slope easements, as discussed in Mr. LaSalle's office recently. This slope area will be shown as construction easement on the exhibit attached to the construction agreement, and as slope easement on the easement exhibit to be granted the State by our Real Estate Department. This will apparently require some revision to the legal descriptions furnished with your February 3 letter. The permanent easement for Cascade Drive would, of course, remain as permanent easement across our right of way as required.

We also request that the State redesign the profile of Cascade Drive to provide 25 feet of level grade each side of our centerline.

Our telephone lines occupy the Linn County Telephone Company pole line by authority of an agreement with that company. This agreement provides for any work required to be done to our facilities to be done by the Linn County Company at the expense of the Railway. Can you please advise if the State is agreeable to reimburse the Railway for this communication expense.

Very truly yours,

H. F. Moy
Regional Manager Engineering

LBK/ds
File: 037-2

Copies to:
FL Hall
JB Boyd
FW Suenet
JL Solis
3-27-72

RECEIVED
MAR 27 1972
CONSTRUCTION
SECTION
Cond
Walker
Johnson
Pease
Glenn
Litchfield

RECEIVED
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

April 5, 1972

Re: Crossing Agreement
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
Your File: EL-12
Tracts AL-72A and LG-80B

ATTENTION: Mr. Thomas Kornelis
Chief, Branch of Land

Gentlemen:

Reference is made to your letter of February 10, 1972, which requested additional information as to the highway right of way width at the intersection of your transmission lines with the subject project.

The proposed construction of this project has necessitated the acquisition of an additional five feet of right of way on the southerly side. A crossing agreement will be required to cover this five-foot strip of right of way in the area of your transmission line easements.

Attached hereto is one copy of a sepia transparency of our right of way map in the area of your transmission line crossing. Information as to the exact loaction of your transmission line easements was not available. This plan is being submitted for your use in preparing an appropriate crossing agreement.

NOTED
A. E. JOHNSON

If further information or assistance is required, please contact this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
Enclosure
cc: A. E. Johnson
J. B. Boyd
Keats Oliver
H. C. Johnson
F. W. Sugnet

RECEIVED
APR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 4 - 1972

77-6

April 3, 1972

TO R. E. [illegible], Division Engineer
Federal Highway Administration
P. O. Box 399
Salem, Oregon 97308

FROM George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on April 27, 1972.

I-205-7(24)304	S.E. Foster Rd.-S.E. Causey Ave. Sec.
EUS-I-5-C(74)302	N. Columbia Blvd.-Marquam Br. Section
U-100(25)	Ross Island Br.-[illegible] St. Section
F-1[illegible](37)	Sodaville Rd.-Vail Creek Section
F-157(13)	5th St.-Oak St. (Phoenix) Section
EHS-T-5025(13)	S.E. 170th & Powell Blvd. Section

Compliance with paragraph 16 of PPM 21-9.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Attachment
CL:js

RECEIVED

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
   Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
   Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
   Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Reedway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Meader) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
    Roadside Improvement Project

    Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
    Roadside Improvement Project

    Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

TRANSACTION NUMBER 3-86

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. ASBURRY'S MARCH 8, 1

TITLE: ASSISTANT PROGRAMING ENG

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ____

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 514 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	W
514	F-196(27)	1.46	895,000	568,700	SODAVILLE ROAD - VAIL CREEK SECTION.	GRADE, TYPE PA

REMARKS (Division)

7740

3-28-72

Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-23-72	FOR: R. E. SIMPSON, DIVISION

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any m tion on the part of the Federal Government to provide Federal funds for the undertaking.

FOR FIL

ON NUMBER 3-86

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 3-23-72
BY (Signature): Mr. Asburry's March 8, 1972 letter
TITLE: Assistant Programing Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

	STAGE 2 ITEM NOS. 514 THRU ______			
NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
	1.46	895,000	568,700	**Location**: Sodaville Road - Vail Creek Section. **Work**: Grade, Drain, High Type Pavement.

3-28-72

Young

RECOMMENDED	APPROVED	
IGNATURE AND TITLE	DATE 3-23-72	SIGNATURE AND TITLE For: R. E. Simpson, Division Engineer

authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
leral Government to provide Federal funds for the undertaking.

GPO 927-954

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

RECEIVED
FOR FILING

7740

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

March 21, 1972

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, OR 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: Application of the Oregon State Highway Commission to alter a crossing on Cascade Drive with the Oregon Electric Railway Company
PUX 826

Dear Mr. Haakenson:

Enclosed, please find an original and six copies of an application to alter the above crossing. This application is on behalf of the Oregon State Highway Division and I would appreciate it if you would make service on the proper parties and, if and when appropriate, issue an order for the alteration as set forth in the application.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
F. B. KLABOE

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures
cc: Tom Edwards
F. D. Morgan
T. W. Litchfield
J. B. Boyd

RECEIVED
MAR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION TO CONSTRUCT OR ALTER A RAILROAD-HIGHWAY GRADE CROSSING

1. Name of Applicant: Oregon State Highway Division

Address: State Highway Building, Salem, Oregon 97310

2. Statutory authority under which this application is made ORS 763.030

3. Location of proposed project: City 3.5 miles southeast of Lebanon

County Linn

4. This project will cross a public highway known as Cascade Drive

5. This project will cross the tracks and right of way of the Oregon Electric Railway Company
(Railroad)

6. Is it possible or practical to construct the proposed street or highway above or below grade? No.

7. If No in No. 6 above, why not? Excessively costly in view of the volume of traffic affected

8. List the proper parties of interest.

A. Oregon Electric Railway Company

B. Linn County

C. Northwest Natural Gas Company

D. Pacific Power and Light Company

E.

F.

9. What is the average annual daily traffic (vehicular) count? 350 in 1971

10. What is the average volume of train movements per day?

Passenger 0 Switch 0 Freight 4 at 20 MPH

11. The proposed street or highway will approach the crossing on the ascending (ascending or descending)

grade of 5.0 % from the east (direction), and on descending (ascending or decending)

grade of 5.6 % from the west (direction)

12. The location of the proposed construction is in the S 1/2 of the NE 1/4 of

Section 30, in Township 12S, Range 1W, Willamette Meridian.

13. List type(s) of protection to be installed:

A. Protection type 1 - R Crossbucks

1. Who will perform the installation? Oregon Electric Railway Company

2. Who will pay for said installation?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

3. Who will perform the maintenance? Oregon Electric Railway Company

4. Who will pay for said maintenance?

Name of Party	Percent of Cost
Oregon Electric Railway Company	100%

14. Who will construct the Crossing?

A. Oregon Electric Railway Company

B. ______

15. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon State Highway Division	100%

16. Who will maintain the crossing?

A. Between the rails and for a distance two feet outside thereof Oregon Electric Railway Company

B. Remainder of crossing area Linn County

17. Who will pay for said maintenance?

A. Between the rails and for a distance two feet outside thereof Oregon Electric Railway Company

B. Remainder of crossing area Linn County

18. Is this construction necessary for the service, accommodation, and convenience of the public? Yes If yes, why? To improve the crossing of the railroad and the approach to the Santiam Highway, which is being widened to four lanes

19. Is the vision of trains approaching the crossing limited from:

A. A point on the highway 50 feet from the intersection? Yes

B. A point on the highway 400 feet from the intersection? Yes

20. Are the maps and drawings required by OAR 43-045 attached to this application? Yes

(See attached sheet for details.)

21. List all crossings located within one-half mile of the proposed or altered crossing and show how they are protected:

0.32 mile west - service road - no protection

0.23 mile west - service road - no protection

0.14 mile west - service road - no protection

22. Other items of construction and cost distribution:

State will install and maintain appropriate advance warning signs on the Santiam Highway at State expense. County will install and maintain appropriate advance warning signs on Cascade Drive at County expense.

WHEREFORE, Petitioner prays for an order authorizing the alteration of the grade crossing, and the allocation of costs thereof in accordance with the provision of this application and for such other order or orders that may be proper in the premises.

DATED at Salem, Oregon, this ____ day of _____________,1972

STATE OF OREGON, by and through
its State Highway Commission

L. I. Lindas
Assistant Attorney General and
Counsel

By______________________________
JACK L. SOLLIS
Assistant Attorney General

I, F. B. Klaboe, being first duly sworn, say that I am Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

____
F. B. Klaboe

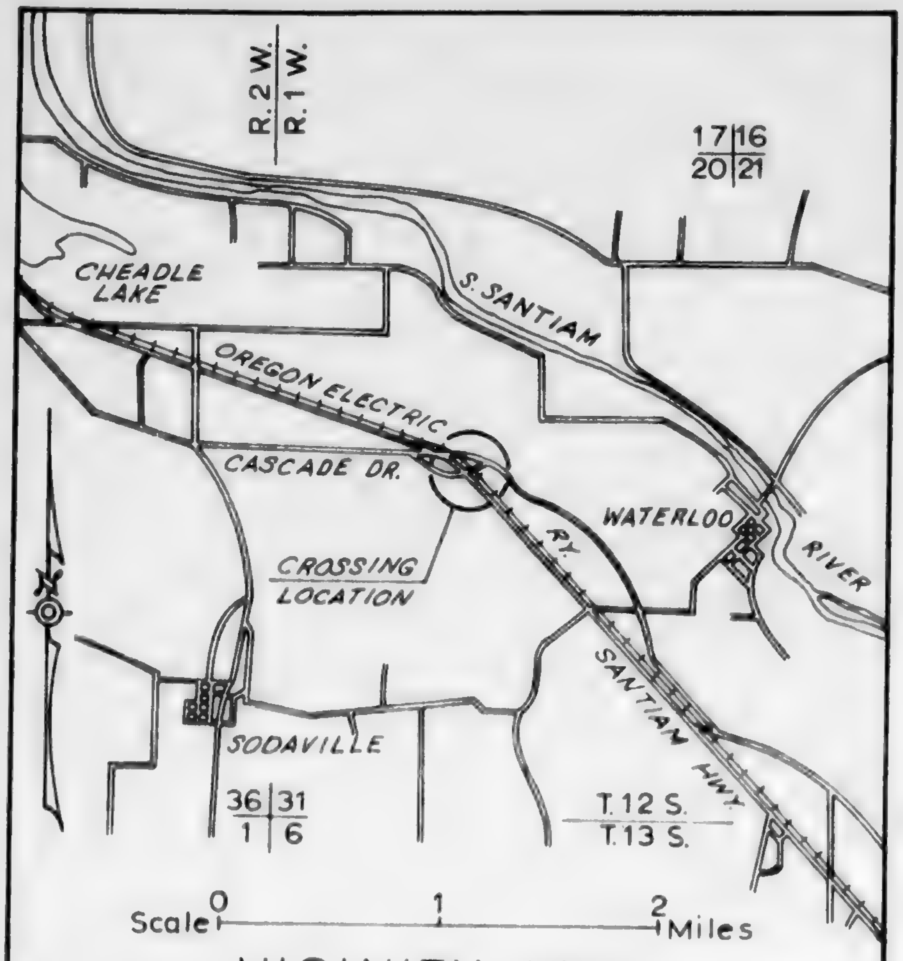
STATE OF OREGON)
) ss
County of Marion)

Subscribed and sworn to before me this ____ day of __________ _____________, 1972.

____
Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true correct copy of the foregoing application and the whole thereof.

____
Jack L. Sollis
Assistant Attorney General



VICINITY MAP

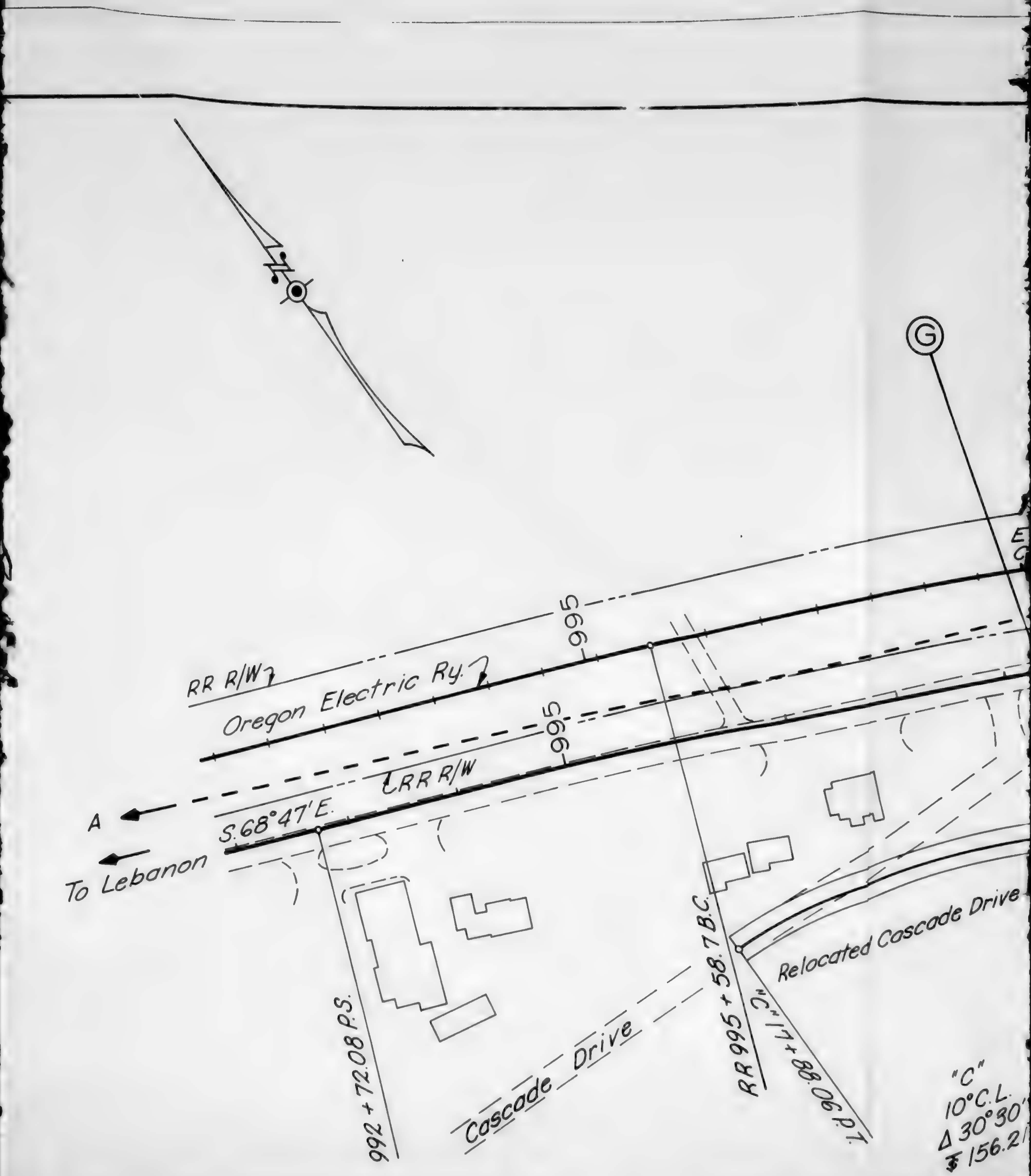
POINT	DISTANCE ALONG CASCADE DR. FROM MAIN LINE CROSSING TO POINT.		GREATEST DISTANCE FROM MAIN LINE CROSSING R.R. ENGINE CAN BE AT SIGHTING.	
	EASTERLY	WESTERLY	EASTERLY	WESTERLY
A	50'		1000'	2400'
B	500'		300'	50'
C		50'	1000'	450'
D		500'	500'	200'
	DISTANCE ALONG SANTIAM HWY. FROM MAIN LINE CROSSING TO POINT.		GREATEST DISTANCE FROM MAIN LINE CROSSING R.R. ENGINE CAN BE AT SIGHTING.	
E		50' (SOUTHERLY)	1000	450
F	500		250	400
G		500	400	100

SIGHTING TABLE

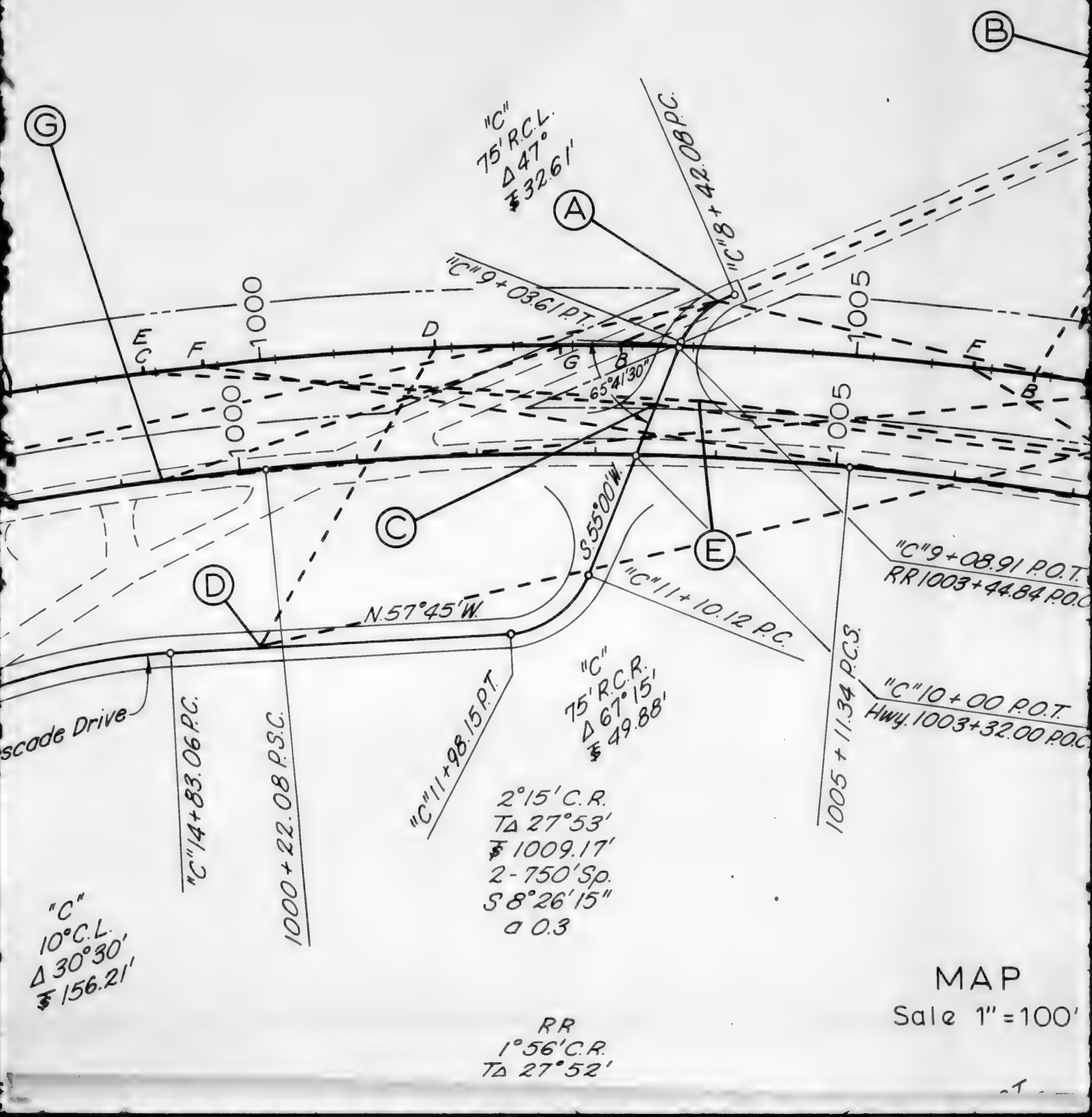
SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED

A

To L

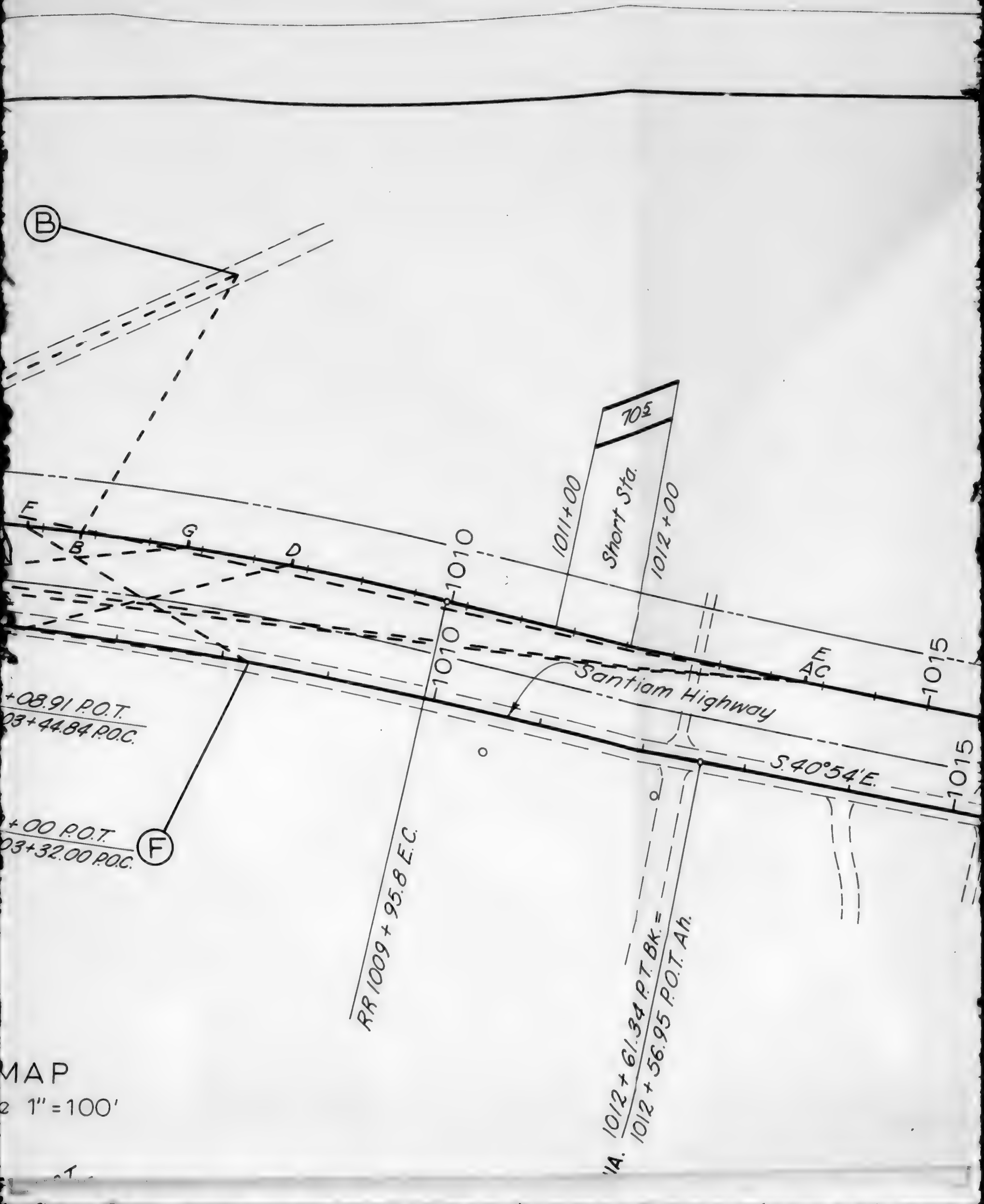

G
RR R/W
Oregon Electric Ry.
995
995
℄ RR R/W
A
S.68°47'E.
To Lebanon
992+72.08 P.S.
Cascade Drive
RR 995+58.7 B.C.
"C" 17+88.06 P.T.
Relocated Cascade Drive
"C"
10°C.L.
Δ 30°30'
T 156.21
E
C

N. E. 1/4 SEC. 30, T. 12 S., R. 1 W., W.M.



MAP

Sale 1" = 100'


B
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Short Sta.
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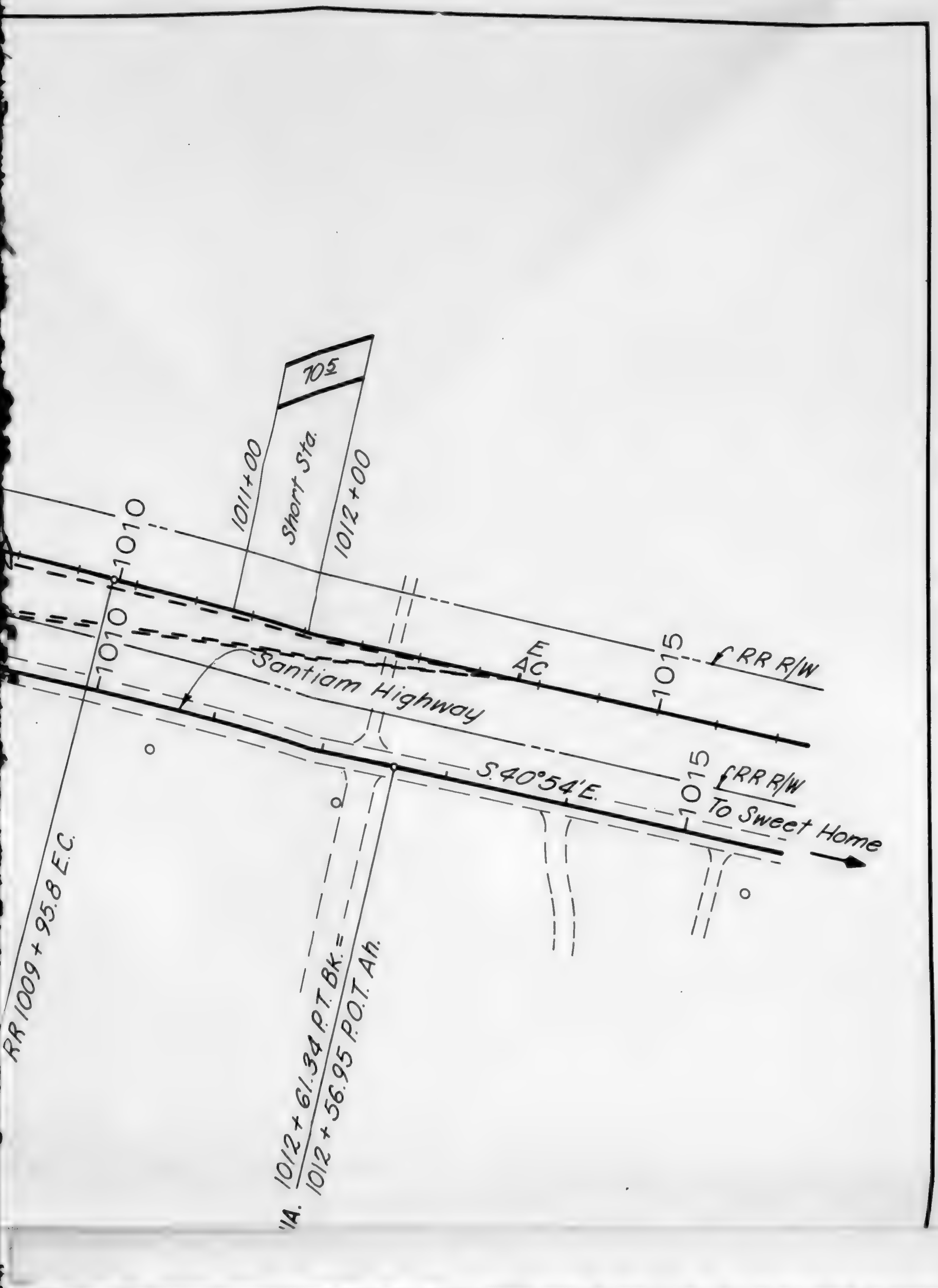
Santiam Highway
S.40°54'E.
+08.91 P.O.T.
03+44.84 P.O.C.
+00 P.O.T.
03+32.00 P.O.C.
F
RR 1009 + 95.8 E.C.
1012 + 61.34 P.T. Bk. =
1012 + 56.95 P.O.T. Ah.
IA.

MAP
e 1" = 100'


70$^{\underline{5}}$
1011+00
Short Sta.
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AC
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RR R/W
RR R/W
Santiam Highway
S.40°54'E.
To Sweet Home
RR 1009 + 95.8 E.C.
1012 + 61.34 P.T. Bk. =
1012 + 56.95 P.O.T. Ah.
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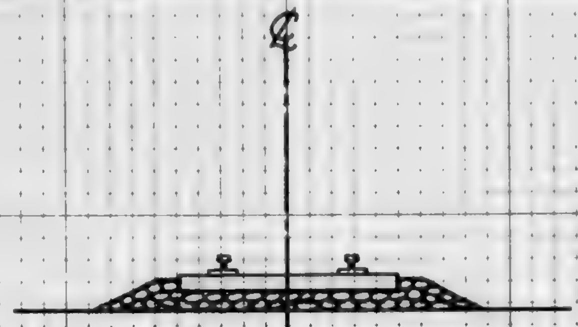
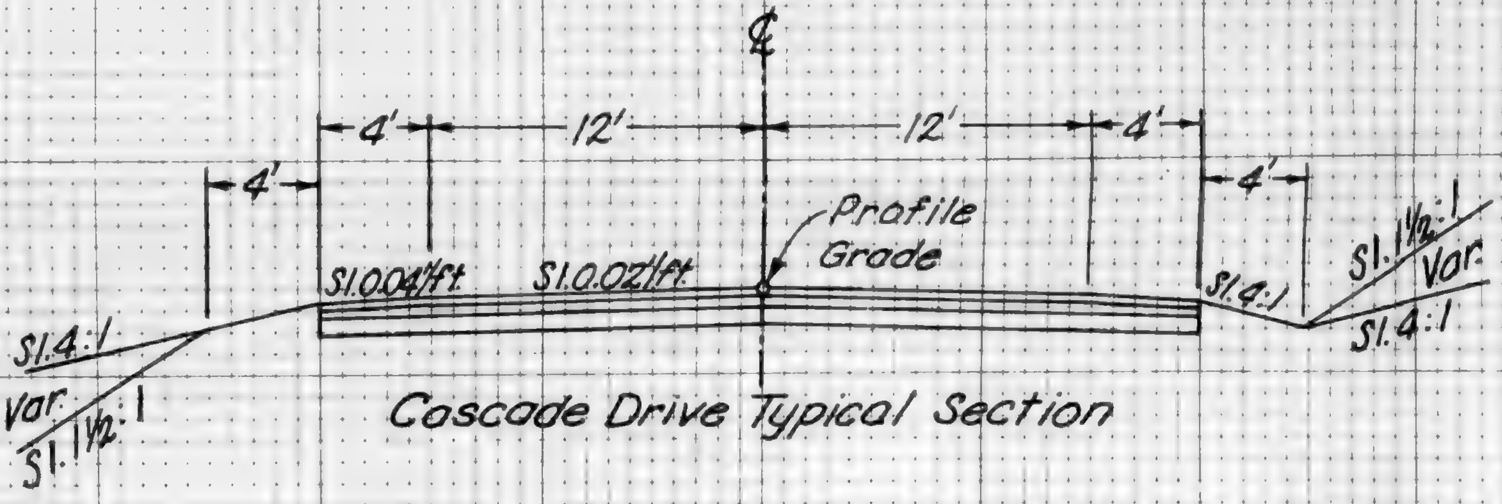
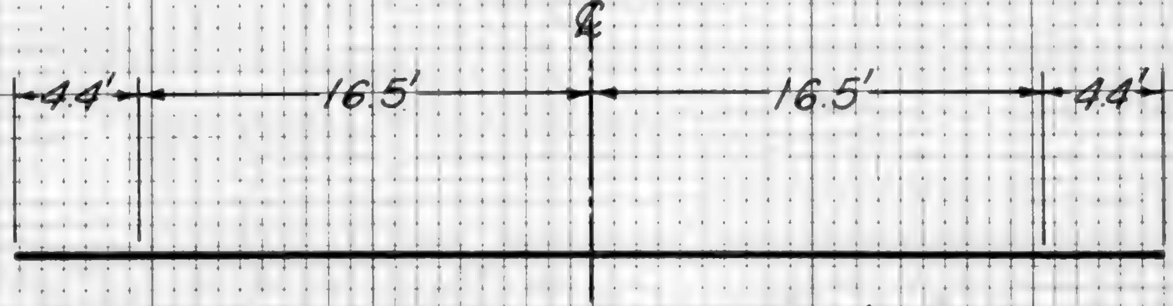


Railroad Typical Section

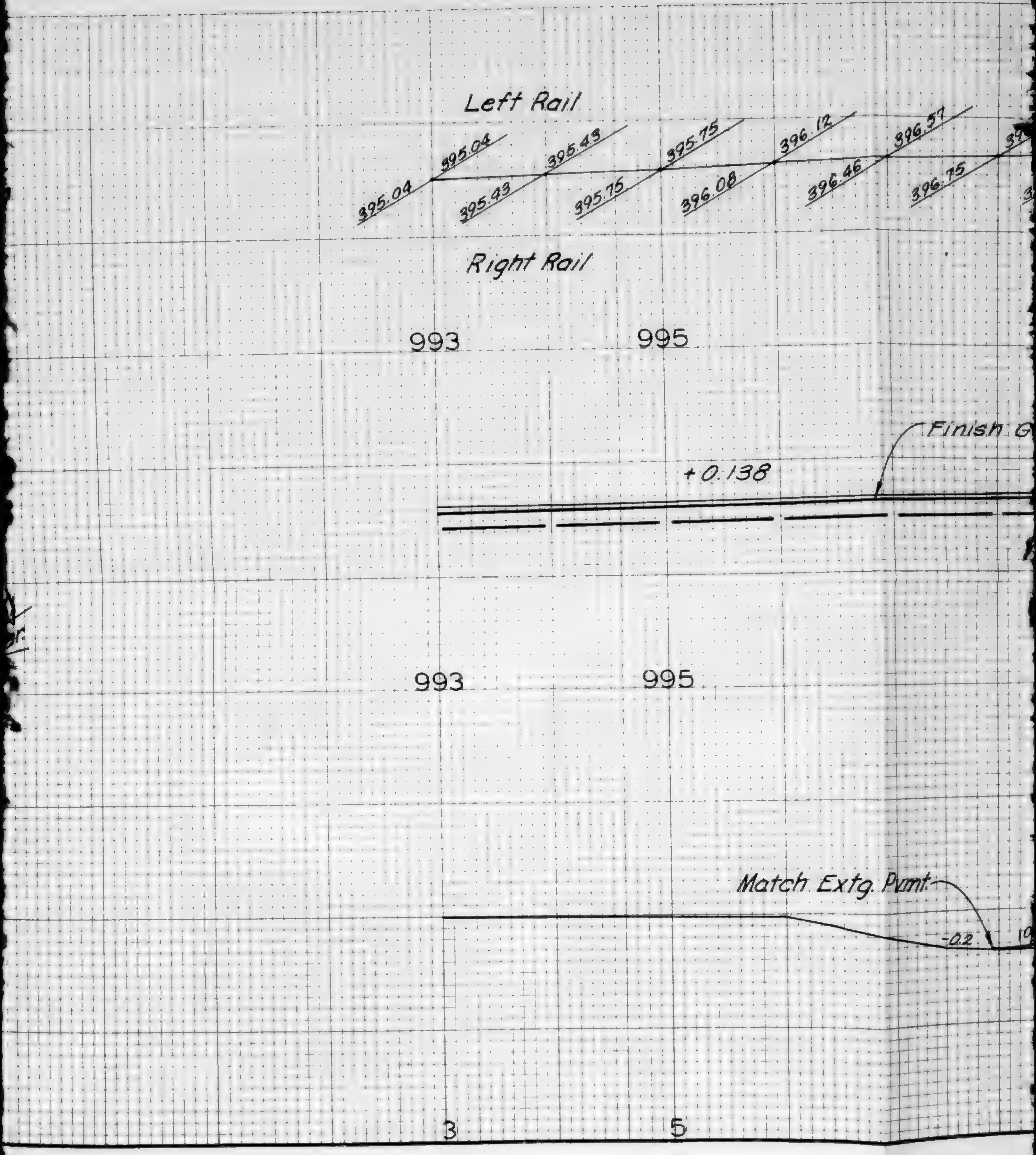


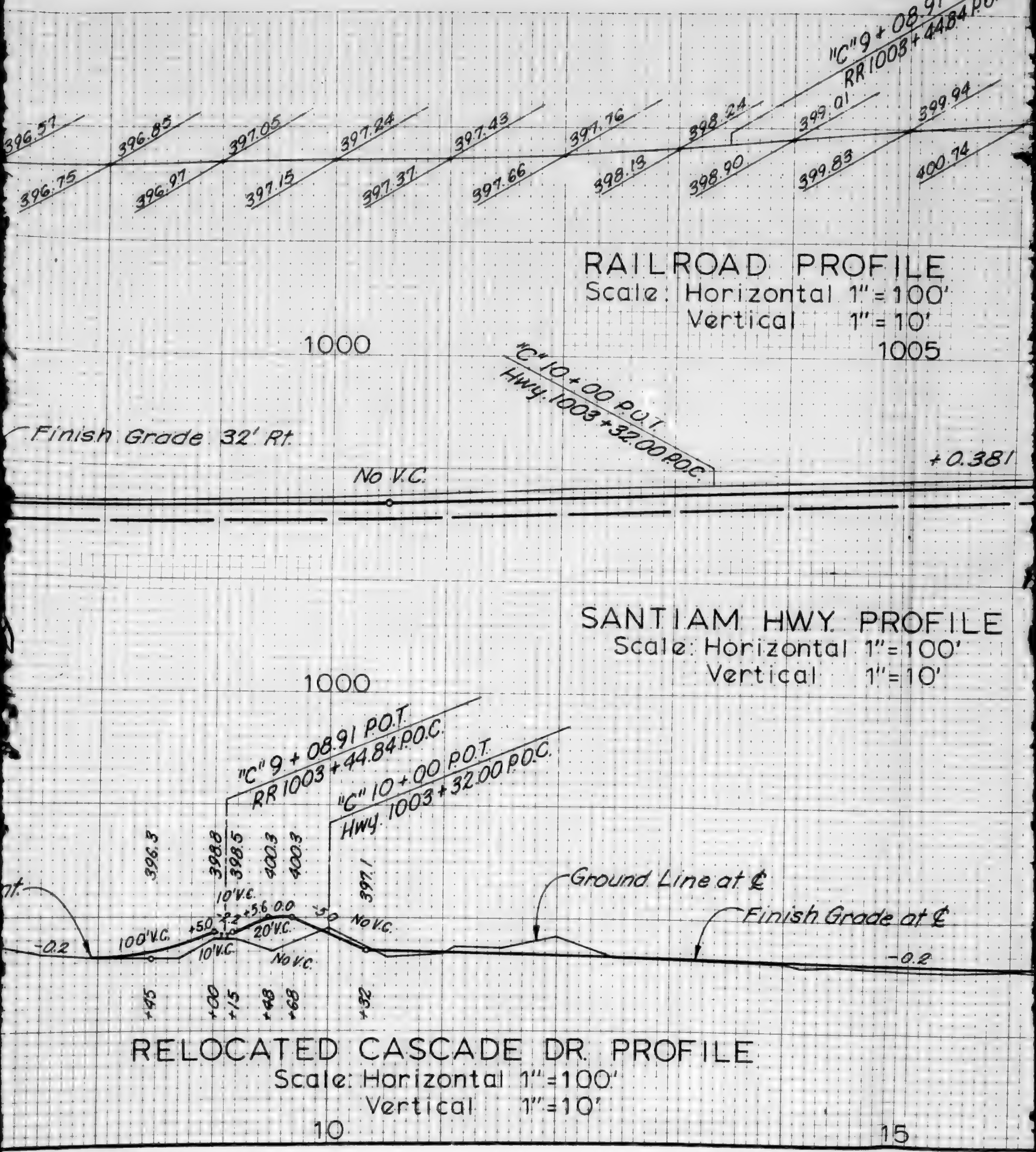
Cascade Drive Typical Section



Cascade Drive Cross-Section Along ℄ Of Railroad

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

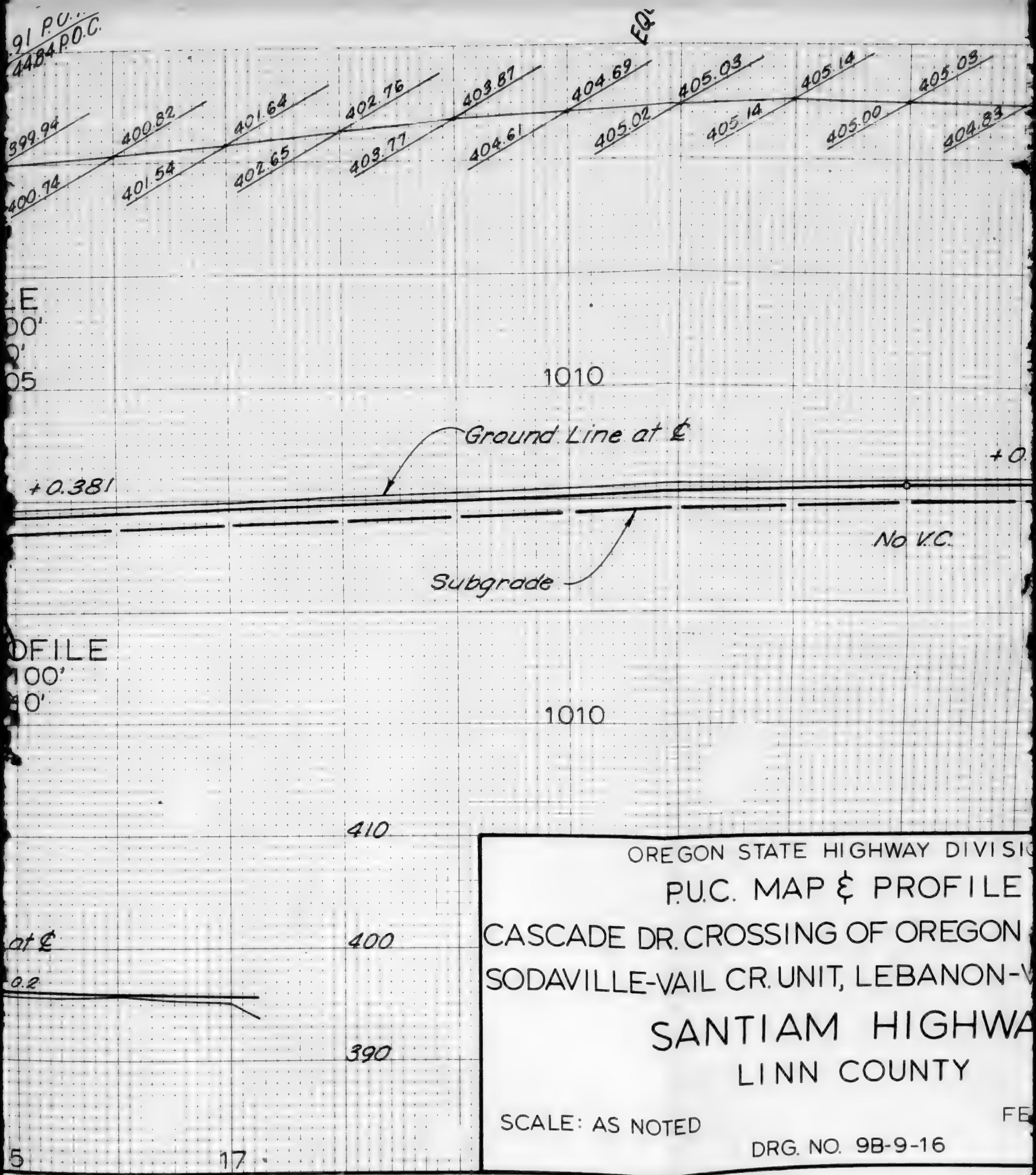

Left Rail
395.04
395.04
395.43
395.43
395.75
395.75
396.12
396.08
396.57
396.46
396.75
Right Rail
993
995
Finish G
+0.138
993
995
Match Extg. Pvmt.
-0.2
3
5



RAILROAD PROFILE
Scale: Horizontal 1" = 100'
Vertical 1" = 10'

SANTIAM HWY. PROFILE
Scale: Horizontal 1" = 100'
Vertical 1" = 10'

RELOCATED CASCADE DR. PROFILE
Scale: Horizontal 1" = 100'
Vertical 1" = 10'



OREGON STATE HIGHWAY DIVISI

P.U.C. MAP & PROFILE

CASCADE DR. CROSSING OF OREGON

SODAVILLE-VAIL CR. UNIT, LEBANON-V

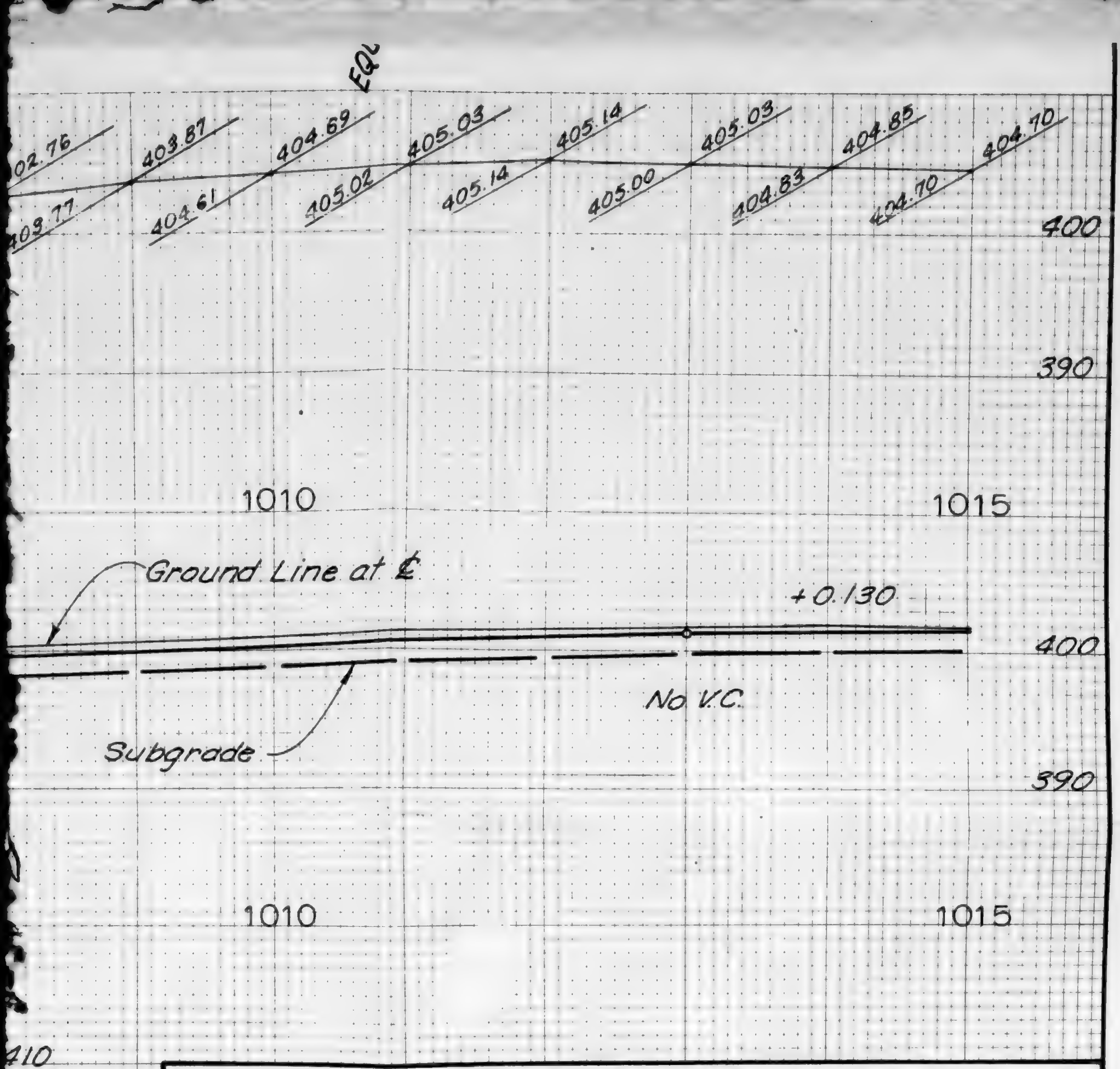
SANTIAM HIGHWA

LINN COUNTY

SCALE: AS NOTED

FE

DRG. NO. 9B-9-16



OREGON STATE HIGHWAY DIVISION

P.U.C. MAP & PROFILE

CASCADE DR. CROSSING OF OREGON ELECTRIC R.R.
SODAVILLE-VAIL CR. UNIT, LEBANON-VAIL CR. SEC.

SANTIAM HIGHWAY

LINN COUNTY

SCALE: AS NOTED
FEBRUARY 1972
DRG. NO. 9B-9-16

1859

7740

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

A. Olson
Terpin
Scott

RECEIVED
MAR 20 1972
DESIGN
SECTION

Requires Reply
Requires Approval ☐
Receiver Keep
Do not File
Bring Up ____/____/____
Other ________

March 17, 1972

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
W. E. Schwartz (2)
J. B. Boyd (4)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We have reviewed the preliminary plans for the following projects:

1. Ladd Canyon-North Powder Section
   Old Oregon Trail Highway, Union County
2. Sodaville Road-Vail Creek Section
   Santiam Highway, Linn County
3. Rickreall-Independence Junction Section
   Willamina-Salem Highway, Polk County

NOTED
E. S. HUNTER

There will be no problems with wildlife protection on the Ladd Canyon project.

The gradient and channel change on Vail Creek Section is satisfactory.

No problems are anticipated on the Rickreall-Independence Junction Section.

Thank you for requesting our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 20 1972
OFFICE OF
STATE [illegible]

ROK:js

cc: Dir. FCO

7740

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

16

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1972

SUBJECT: Temporary Construction Easements
Possible Condemnation Files
Sodaville Rd-Vail Creek Section

To: Frank Hall
CONSTRUCTION ENGINEER

Attached is a March 14, 1972 letter from Resident Engineer Keats Oliver listing six files on the subject section that could require condemnation.

Where condemnation is necessary, the temporary construction easements necessary for road approaches etc. must be defined. Mr. Oliver's letter includes the necessary information for that purpose. Please relay this information to Right of Way Description Engineer Floyd Scott with instructions to utilize this information where necessary.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Rod Henry
Keats Oliver

1 H

2 R

VT

Being done.

RECEIVED
MAR 21 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To______
Bring Up___/___/___
Other______

SP*52475-734

FORM E-30 90M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Albany
March 14, 1972

SUBJECT: Possible Condemnations
Sodaville Road - Vail Creek Section
Santiam Highway

To:

Mr. Gerald W. Wimer
Regional Construction Engineer
Salem

From the list of possible condemnations which you handed me Friday the following additional temporary easements are required for road approach construction. These widths are over and above easements now shown on the right of way map:

File 46808 - Pape; none needed

File 46081 - Haddock; Station 972+00 to 972+60, 30 feet Right
Station 973+46 to 974+06, 25 feet Right
974+06 to 975+30, 15 feet Right

File 46089 - Jesse; Station 992+34 to 992+XXX72.08, 15 feet Right
992+72.08 to 992+94, 20 feet Right

File 46090 - Smith; Station 993+50 to XXX 994+10, 20 feet Right

File 46076 - Scott; none

File 46092 - Poenie; Station 1015+00 to 1015+60, 20 feet Right
1015+80 to 1016+40, 20 feet Right

Keats Oliver
Keats Oliver
Resident Engineer

RECEIVED
MAR 16 1972
FOR FILING

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DATE March 15, 1972

TO Oregon State Highway Commission

FROM
Tom Edwards
State Highway Engineer

SUBJECT Finance Approval

Plans are completed for the Sodaville Road - Vail Creek Section, Santiam Highway in Linn County. Authorization to acquire right-of-way was received September 8, 1971, with construction to take place when funds were available.

The project is scheduled for letting in April of this year and with the incorporation of a bikeway and wider median, the total estimated construction cost has increased to $1,025,000 (i.e. construction $1,000,000; right-of-way $25,000).

I recommend this project for letting as scheduled and request your confirmation for the expenditure of Federal-Aid funds in the amount of $1,025,000.

This matter was approved by chairman Jackson on March 14 and will be on the agenda for confirmation at the April 4 meeting.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
F. L. Hall
V. E. Skoog
H. S.Cox
Gary Ross
Gary Sund

BLG:dg cg

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem
March 14, 1972

SUBJECT:

To: F. B. Klaboe
Deputy State Highway Engineer

OFFICE

On this date, Chairman Jackson cleared the following projects:

Sodaville Road-Vail Creek Section
Santiam Highway, Linn County

Wells Creek-Jack Creek Section
Umpqua Highway, Douglas County

17th & Powell Section
Mt. Hood Highway, Multnomah County

finance approval
to purchase R/W
and contract
FBK

Tom

Tom Edwards
State Highway Engineer

TE:ms

NOTED
E. S. HUNTER

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING ◆ SALEM, OREGON ● 97310 Phone 378-6511

Oregon Electric Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

March 13, 1972

Re: Preliminary Plans
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County

Gentlemen:

Herewith you will find 5 prints of our preliminary plans, dated March 9, 1972, of the above captioned project. Bids for this project are to be opened on April 27, 1972.

NOTED
F. B. KLABOE

This material supplements the preliminary plans submitted to you with my letter of February 3, 1972. You will note we have shown the easement on your property we desire to obtain to accommodate our construction. Please examine these plans and advise of any changes you wish made as soon as possible so that they may be incorporated in the final construction plans.

The Pacific Power and Light Company pole line which occupies the northerly side of the highway will be relocated to parallel the south side of the right of way throughout the length of the project. The telephone lines presently occupying the south side of the right of way will be transferred to the new power poles so there will be only one line of utility poles throughout the project. Therefore, there will be no need to consider a possible pole line encroachment within the slope easement we are requesting from you for the highway construction.

Please proceed with the preparation of the appropriate construction agreement so this project may proceed without delay. You cooperation in this regard will be sincerely appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: Mr. L. V. Topaz, PUC
F. B. Klaboe
R. L. Schroeder
L. H. Young
F. L. Hall
J. B. Boyd
R. J. Henry
Keats Oliver
F. W. Sugnet

RECEIVED
MAR 1[illegible] 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 28 1972
FOR FILING

Moehring

OREGON STATE
HIGHWAY DEPARTMENT
East Salem Highway Building
2960 East State Street
Salem, Oregon 97310

NOTED
JOHN R. OAKES

March 10, 1972

Mr. Frank D. Mayer
Attorney at Law
F. D. Mayer Building
Lebanon, Oregon

File 46081
Sodaville Road-Vail Creek
Santiam Highway
Linn County

Re: J. W. T. & Lida Edwards

Dear Mr. Mayer:

In response to your letter of January 26, 1972 and our telephone conversation of March 10, 1972, I am forwarding to you a copy of our Real Estate Option, the description of the parcels needed for right of way, and a right of way map and information sheet with a copy of the title report.

We have not been able to reach an agreement with Mr. Haddock and are, therefore, recommending this file for condemnation. It will be necessary for your client to fill out the information sheet and return it to this office. We need to know the names and addresses of any person or persons who have mortgage, lien, or other interest in the subject property.

If you need any further information, please feel free to contact me at 2960 East State Street, Salem, Oregon 97310 or telephone me at 378-2641.

Very truly yours,

ROY A. HORINE
Right of Way Agent

RAH:pc
Enclosures
cc: D. H. MOEHRING

NOTED
E. S. HUNTER

U6081

FRANK D. MAYER
ATTORNEY AT LAW
F. D. MAYER OFFICE BUILDING
LEBANON, OREGON 97355
TELEPHONE 258-5081

January 26, 1972

Oregon Highway Division
Program and Planning Department
State Highway Building
Salem, Oregon

Gentlemen:

I represent J. W. T. Edwards and Lida M. Edwards who are the owners of the legal title to some real property on the south side of Highway 20 about three and one-half miles south of the Lebanon city limits on said highway, who desire to obtain the legal description of the property the state may want for the widening of the highway at that point.

Will you kindly have the appropriate person or department prepare and forward this description?

Very truly yours,

FDM:djr

copy sent Road Survey 2-2-72 H.A.

RECEIVED
27 1972
PROGRAM & PLANNING
DIVISION

#78

7740

FORM E-30 50M 10-65 SP*23401-734

16

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

22-1481

3400 Spicer Road, Albany
March 9, 1972

SUBJECT: Sodaville Road-Vail Creek Section
Santiam Highway, Linn Co.
Cascade Drive Connection

To:
Robert Rounds
Design room 222
Salem

Enclosed 7 sheets of the Linn Co. road records of 1861, adopting a County Road between Lebanon and Sweet Home. No width of the road is stated in the records.

See File 46091

Information received from the Linn Co. Surveyor states that " Under the law as it existed prior to June 6, 1931, there was no requirement that the width of a road be specified in the documents establishing it. Accordingly, the Oregon court has held that unless a width other than 60 feet was specified in the resolution initiating the road proceeding, the width is automatically 60 feet"

It is the opinion of the Linn Co. Surveyor that the road width is 60 feet.

Also enclosed copy of 2 deeds to property lying just west of State Quarry Site on Cascade Drive.

Keats Oliver
Resident Engr.

RECEIVED

Requires Reply ☐
Requires Approval ☐

CC: G W Wimer, Regional Const. Engr.

RECEIVED
MAR 10 1972

FOR FILING

7740

March 8, 1972

Executive Department
Federal Aid Coordination Unit
Room 301, Public Service Building
Salem, OR 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following primary project.

Item No.	Project No.	Name
514	F-196(27)	Sodaville Rd.-Vail Cr. Section

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

Enclosure

JG:dg
bc R. N. Chase
B. L. Gifford

[illegible]

FOR FILING

7740

March 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

We are submitting program data for one project, Item No. 514, Project No. F-196(27), "Sodaville Road-Vail Creek Section", which we desire to have included in the Federal-aid Primary Highway Program.

It is our intention to receive bids for this project on April 27, 1972.

The negative environmental declaration received FHWA concurrence on March 3, 1971.

Certification as required by Section 128, "Public Hearings", of Title 23, U.S.C., was forwarded as a separate letter on April 29, 1971.

Location/design approval was granted by FHWA in their memorandum of July 23, 1971.

Copies of State and District 4 Clearinghouse approvals dated January 8, 1971 and February 2, 1971, respectively, were submitted with our request of April 29, 1971 for location/design approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enc.

JG:dg

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	FEDERAL-AID PR
DATE SUBMITTED TO W.O.	3-8-72	(PPM 21-1

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION *(45 typewriter spaces)* 21 65 US 20 1.7 mi. SE of Lebanon, SE 1.46 mi.	**ADT**	PRESENT 5,600	FUTURE (66) (70) 10,600	YEAR (71) (72 92	
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62 Gr., Dr., & High-type Pave.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) | PL. AUTH YR (74) (75)
CARD 4	CLASS OF FEDERAL FUNDS Primary					COUNTY NAME Linn	
	NAME OF URBAN AREA 17-31					ROUTE NO. P	FEDERAL-AID 37

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 20 1.7 mi. SE of S. city limits of Lebanon, SE 1.46 mi.			
5					**ROW**		"Sodaville Rd.-Vail Creek Section"			
5					**CONST** (CODE) 6204			1.46	895,000	568,700

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.46	895,000	568,700
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

-8-72

mi. 65	**ADT**	PRESENT 5,600	FUTURE (68) 10,600 (70)	YEAR (71) 92 (72)	REGION 10	STATE NAME Oregon	STATE CODE (2) 35 (3)	APPN CODE (4) 012 (9)	ITEM NO. (14) 514 (18)

						PROJECT NUMBER			I. Projects Only	
(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PREFIX LETTER(S) 14 F- 23	NUMBER 7 196	SEQ. NO. (27) 13	POST MI. (24) (26)	DESIG. 27

COUNTY NAME Linn			CODE (14) 043 (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 37 (32)	STATE 16 (36)	(37) U.S. 20 (41)	

	ESTIMATED PROJECT COST BY PHASES				
MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Gr. & Dr. 4-12' lanes H.T. Pave., with 10' shldrs., and a 16' median. Const. curb and 6' sidewalk along edge of westerly shldr.
1.46	895,000	568,700	326,300		ROW- 85' min.; access control - partial; parking restrictions-none; RR adjustment required incl. prep. work and necessary protective service.
CT S 1.46	895,000	568,700	326,300		
(16)	(23) (24)	(33)			

REMARKS
Additional Data: Item 504; Project F-196(26)

-OVER-

USCOMM DUSCOMM-DC 48905-P61

SODAVILLE ROAD-VAIL CREEK SECTION

PROJECT F-196(27)

Remarks - continued

Project Data: This project consists of grading and draining 4-12' lanes high-type pavement with 10' shoulders and 16' median. Construct both concrete curb and 6' sidewalk along edge of the westerly shoulder and a railroad grade crossing on relocation of Cascade Drive. Railroad protective service the length of the project as required.

Railroad Crossing Data (Cascade Drive):

Name - - - - - - - - - - - - - - - - Oregon Electric Railway Company
No. of Tracks - - - - - - - - - - - One
No. of Trains - - - - - - - - - - - Four
No. of High Speed Trains - - - - None
Existing Protection - - - - - - Cross bucks
Proposed Protection - - - - - - - Cross bucks
Railroad Benefit - - - - - - - - - None

Clearinghouse Approval:

a. State - - - - - - - - - - - - - January 8, 1971
b. District 4 - - - - - - - - - - - February 2, 1971

Environmental Statement: Negative declaration received FHWA concurrence March 3, 1971.

Public Hearing: Location/design hearing held February 23, 1971. Certification as required by Section 128, "Public Hearings", of Title 23, U.S.C., submitted April 29, 1971.

Location/Design Approval: Granted by FHWA in memorandum of July 23, 1971.

System Action, Airports, Water Development, Historical and Recreation Areas: None involved.

7740

FORM E 30 (REV. 10-65)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

16

Salem, Oregon
February 18, 1972

SUBJECT: R/W File 46808
Clara U. Pape
Sodaville Rd-Vail Creek Sec
S Santiam Hwy

To: Frank Hall
DESIGN ENGINEER

The attached sketch map and R/W description on the subject taking shows a description change requested by R/W Agent Roy Horine to solve a negotiating problem. Resident Engineer Keats Oliver reports, "The change is fine" and can be tolerated.

Please have the description changed accordingly.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc Rod Henry
Keats Oliver

GW/km

Rev. [illegible] 72

1 H
2 T
3

NOTED
W. E. COLE

SP*82475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
FEB 1 1972
KEATS OLIVER
RES. ENGR.

Salem, Oregon
January 31, 1972

To: Keats Oliver
RESIDENT ENGINEER

SUBJECT: Description Change
File 46808 Pape
Sodaville Vail Creek
Santiam Highway

Attached is a change in description which you and Roy Horine worked out. If you check the changes, we will have the Description Section formally change the documents.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

JBB/jc

Attach.

cc: Rod Henry

J.B. Boyd,

This change is fine

K. Oliver

REGION 2 ENGINEER
RECEIVED
FEB 11 1972

☐	☐	☐	☐	☐
[illegible]	RCE	RME	RTE	ROE
☐	☐	☐	☐	☐
ULE	GEO	TA	FILE	

SP*52475-734

C. Pope
218-763

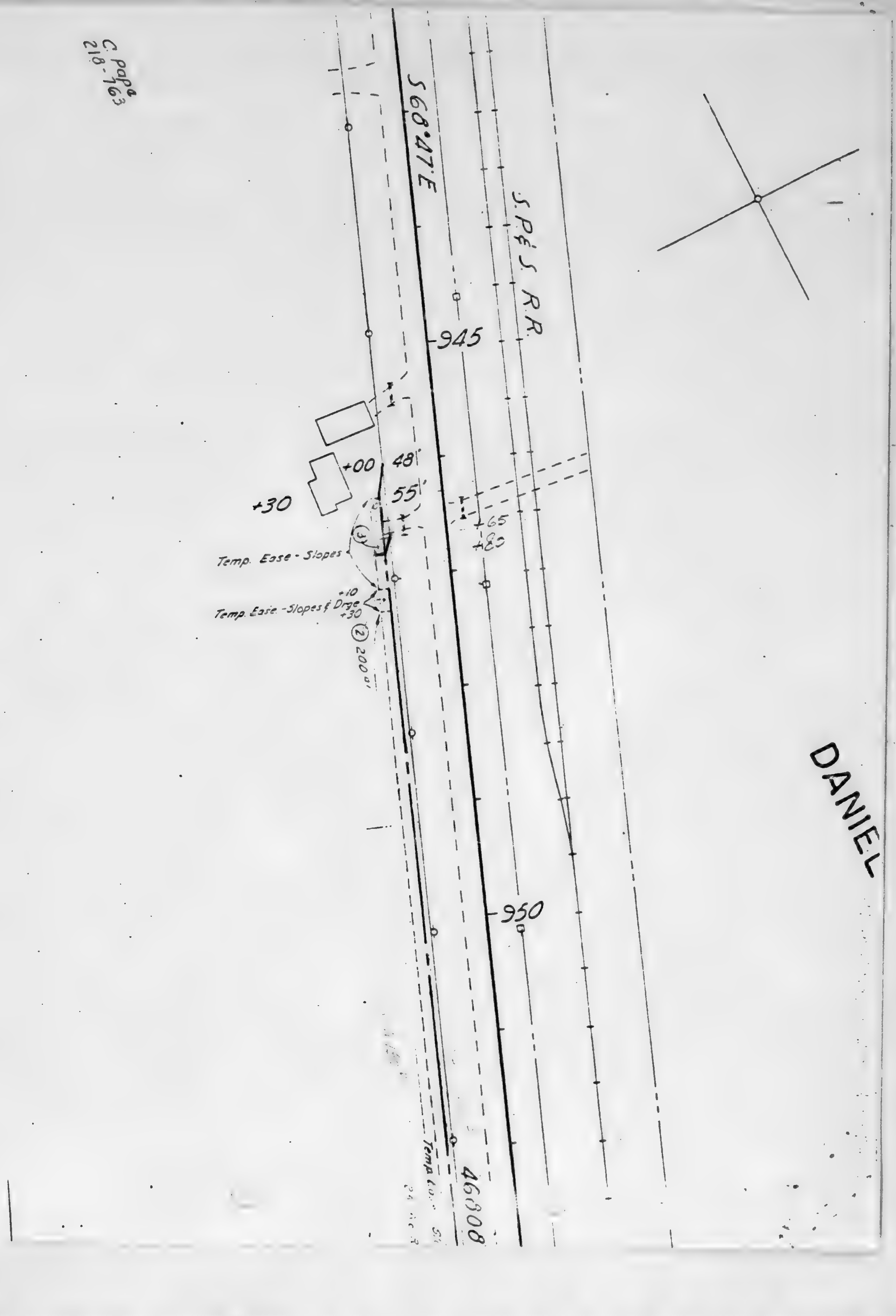

EXHIBIT A

File 46808
Clara U. Pape
HRS 11-11-71 9B-8-6

Survey Approval Project
Section: Sodaville Road - Vail Creek
Highway: Santiam

PARCEL 1

A parcel of land lying in the Daniel Simons D.L.C. No. 79, Township 12 South, Range 2 West, W.M., Linn County, Oregon; the said parcel being that portion of said D.L.C. No. 79 included in a strip of land variable in width, lying on the Southwesterly side of the center line of the Santiam Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 946+00, at which station the Northwesterly line of said strip of land lies at right angles to said center line, said station being 1229.55 feet South and 873.58 feet East of the Northwest corner of said D.L.C. No. 79; thence South 68° 47' East 1400 feet to Engineer's center line Station 960+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southwesterly Side of Center Line
946+~~00~~ 65		946+~~30~~ 80	48 taper to 55
946+~~30~~ 80		960+00	55

EXCEPT therefrom that property described in that deed to E. J. Pape, recorded in Book 200, Page 94 of Linn County Record of Deeds.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 8,015 square feet, more or less, outside of the existing right of way.

PARCEL 2 - A temporary easement for slopes and drainage for 3 years or duration of project, whichever is sooner.

A parcel of land lying in the Daniel Simons D.L.C. No. 79, Township 12 South, Range 2 West, W.M., Linn County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the relocated Santiam Highway at Engineer's Station 947+10 to a line at right angles to said center line at Engineer's Station 947+30, said strip of land being 10 feet in width lying between lines parallel with and 55 feet Southwesterly and 65 feet Southwesterly of said center line, which center line is described in Parcel 1.

The parcel of land to which this description applies contains 200 square feet, more or less.

PARCEL 3 - A temporary easement for slopes for 3 years or duration of project, whichever is sooner.

A parcel of land lying in the Daniel Simons D.L.C. No. 79, Township 12 South, Range 2 West, W.M., Linn County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the relocated Santiam Highway at Engineer's Station 946+~~30~~ 80 to the West line of that property described in that deed to E. J. Pape, recorded in Book 200, Page 94 of Linn County Record of Deeds, said strip of land being 10 feet in width, lying between lines parallel with and 55 feet Southwesterly and 65 feet Southwesterly of said center line, which center line is described in Parcel 1.

EXCEPT therefrom Parcel 2.

The parcel of land to which this description applies contains 11,180 square feet, more or less.

csr

NOTE: Parcel 1 - access controlled except at

Highway: Santiam

PARCEL 1

A parcel of land lying in the Daniel Simons D.L.C. No. 79, Township 12 South, Range 2 West, W.M., Linn County, Oregon; the said parcel being that portion of said D.L.C. No. 79 included in a strip of land variable in width, lying on the Southwesterly side of the center line of the Santiam Highway as said highway has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 946+00, at which station the Northwesterly line of said strip of land lies at right angles to said center line, said station being 1229.55 feet South and 873.58 feet East of the Northwest corner of said D.L.C. No. 79; thence South 68° 47' East 1400 feet to Engineer's center line Station 960+00.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Southwesterly Side of Center Line
946+~~00~~ 65		946+~~30~~ 80	48 taper to 55
946+~~30~~ 80		960+00	55

EXCEPT therefrom that property described in that deed to E. J. Pape, recorded in Book 200, Page 94 of Linn County Record of Deeds.

Bearings are based upon the Oregon Co-ordinate System, North Zone.

The parcel of land to which this description applies contains 8,015 square feet, more or less, outside of the existing right of way.

PARCEL 2 - A temporary easement for slopes and drainage for 3 years or duration of project, whichever is sooner.

A parcel of land lying in the Daniel Simons D.L.C. No. 79, Township 12 South, Range 2 West, W.M., Linn County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the relocated Santiam Highway at Engineer's Station 947+10 to a line at right angles to said center line at Engineer's Station 947+30, said strip of land being 10 feet in width lying between lines parallel with and 55 feet Southwesterly and 65 feet Southwesterly of said center line, which center line is described in Parcel 1.

The parcel of land to which this description applies contains 200 square feet, more or less.

PARCEL 3 - A temporary easement for slopes for 3 years or duration of project, whichever is sooner.

A parcel of land lying in the Daniel Simons D.L.C. No. 79, Township 12 South, Range 2 West, W.M., Linn County, Oregon; the said parcel being a strip of land extending from a line at right angles to the center line of the relocated Santiam Highway at Engineer's Station 946+~~30~~ 80 to the West line of that property described in that deed to E. J. Pape, recorded in Book 200, Page 94 of Linn County Record of Deeds, said strip of land being 10 feet in width, lying between lines parallel with and 55 feet Southwesterly and 65 feet Southwesterly of said center line, which center line is described in Parcel 1.

EXCEPT therefrom Parcel 2.

The parcel of land to which this description applies contains 11,180 square feet, more or less.

NOTE: Parcel 1 - Access controlled except to 946+55, 949+25 and 953+25.
Parcels 2 & 3 - Access not controlled.

UTILITY UNIT

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • • • SALEM, OREGON • Phone 378-6597310

Oregon Electric Railway Company
1101 N.W. Hoyt Street
Portland, Oregon 97207

February 3, 1972

NOTED
F. B. KLABOE

Re: Preliminary Plans, etc.
Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
R/W File No. 46991

ATTENTION: Mr. H. F. Moy

Gentlemen:

Herewith you will find six prints of each of the following:

1. Preliminary Plans, dated January 31, 1972.
2. R/W Map, Drawing No. 9B-8-6, dated October, 1971.
3. Encroachment Map, Drawing No. 9B-8-9, dated February, 1972.
4. Encroachment Cross Sections, Drawing No. 9B-8-10, dated February, 1972.
5. PUC Map and Profile for Cascade Drive, Drawing No. 9B-9-16, dated February, 1972.
6. Description of easements for right of way file No. 46991, dated February 7, 1972.

This material supplements the information I handed to you during my meeting with your Messrs. LaSalle and Kroft on December 3, 1971.

You will note that the easements we are requesting along your property encroach to a greater extent than that granted in your easement dated November 10, 1965. However, you will also note from our cross sections, that our proposed encroachment will not be a detriment to your facilities. Appropriate drainage culverts and ditches will be installed to assure adequate handling of surface water between the railroad and highway.

We request the easements be granted with similar conditions to those contained in the November 10, 1965 easement with the understanding that the Pacific Power and Light Company electric transmission pole line will be moved toward the railroad. Its

Form E-123

exact position with respect to the highway and railroad is negotiable, but our preferred location would be to place it outside the slope line of our proposed highway.

You should also be advised that the transmission line will be removed from Weirich Road east to Sweet Home so the only power lines involved will be the distribution line presently occupying these poles.

It is my understanding that you have open wire circuits which presently occupy Linn County Telephone Company poles which parallel the highway on the south side. It is understood these will be reestablished in a similar position adjacent to the new right of way line. It is my recollection that Linn County Telephone Company adjusted these lines on the Market Drive-Sodaville Road project and I assume a similar arrangement could be made for this project.

An application will be made to the Public Utility Commissioner for the relocation of the Cascade Drive grade crossing as shown on the enclosed information. We propose the new crossing to be a timber plank crossing similar to the present grade crossing and the existing protection be upgraded from a PUC Standard No. 1 crossbuck to a PUC Standard No. 1R reflectorized crossbuck.

The State will reimburse the railroad for the work performed by railroad forces in accordance with Policy and Procedure Memorandum 30-3 and all supplements thereto.

Bids for this project are to be opened on April 27, 1972 and we solicit your prompt reply so that any changes you may desire may be incorporated in the final construction plans. I believe you now have sufficient information so you may proceed with the preparation of the appropriate construction agreement and easement.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosures
cc: Mr. L. V. Topaz - PUC
w/PUC map
F. B. Klaboe
R. L. Schroeder
L. H. Young
F. L. Hall
V. E. Skoog
D. H. Moehring
J. B. Boyd
R. J. Henry
Keats Oliver

RECEIVED
JAN [illegible]

FOR FILING
2779

January [illegible], 1972

Mr. [illegible] D. [illegible]
City Manager
City of Sweet Home
Sweet Home, Oregon [illegible]

[illegible]

[illegible]

[illegible] of Sweet Home

Hy lighting

[illegible]

[illegible]

[illegible]

Sincerely,

[illegible] J. [illegible]

[illegible]

DOT ISSUES GUIDELINES FOR NEW DEMONSTRATION PROGRAM

The Federal Highway Administration, Department of Transportation, has issued guidelines implementing a program aimed at demonstrating that areas with a potential for economic growth can be aided by highways.

The program, Economic Growth Center Development Highway Demonstration Program -authorized by- PL 91-605 is an experimental one which it is hoped will show that highways can play an important role in revitalizing and diversifying the economies of rural areas and smaller communities with populations under 100, 000.

Other objectives of the program are to demonstrate that highways can help enhance and disperse industrial growth, and can aid in checking or reversing the current migration of people to larger and more congested metropolitan areas.

Grants can be made only for development of those areas that are served by a designated Federal aid primary road system of the state but a community does not have to be a part of an EDA designated area to be eligible for program benefits. Secretary of Transportation John Volpe has already sent letters to the Governors of all 50 states inviting them to participate in this voluntary program. The Governor can recommend up to three sites for program assistance, but it is up to the Secretary to make the selections. A major criteria for project approval is short completion time. Projects which involve unusually complex and expensive construction should not be proposed.

The 1970 Act authorized an appropriation of $50 million each for Fiscal Years 1972 and 1973 to help finance the Federal share of the cost of projects. These funds are in addition to regular Federal aid primary funds which can also be used. As a result, the Federal share will be approximately 70 percent of the cost, with the states contributing the remaining 30 percent.

For further information, contact Dr. Sidney Goldstein, Director, Office of Programs and Planning, Federal Highway Administration, Department of Transportation, Washington, D. C. 20591. Telephone (202) 426-0587.

CITY OF SWEET HOME
LINN COUNTY
SWEET HOME, OREGON 97386

November 29, 1971

RECEIVED
DEC 2 1971
LOCATION
SECTION

George Baldwin
Director, State Highway Department
State Highway Building
Salem, Oregon

Dear George:

I would like to begin by thanking you for your time and patience on Friday, the 19th. We were honored by yout interest.

With regards to the abandoned railroad right-of-way, I have enclosed a set of maps showing the alignment. In addition I have enclosed the correspondence I have had with Burlington Northern.

The right-of-way's potential as a nature trail is litterly fantastic. At the outset the trail runs west adjacent to an existing city park, a grade school, the Junior High school, and the High School. It then runs through the most developed part of Sweet Home's residential district. This makes a natural bike and walking trail to and from school, a parkway arboretum and a neighborhood pathway.

After leaving the city limits the trail turns south, meandering through the Cascade foothills; crossing farm land that is laced with high grassy meadows and lively springs. It then turns southeast and follows the unspoiled Calapooia River up to an abandoned logging camp called Dollar Camp. The total distance is around 20 miles.

As mentioned before the path is already a natural arboretum. Using the Green Thumb program, we could clear the less useful brush, leaving the more attractive trees and foliage. They could also build a 24" asphalt path for bicycles. That would be all that is necessary to make this path usable.

For the future, there are jogs in the right of way all along the alignment that could be developed into small one or two picnic table park-"lets". The development would be inexpensive, but ideal for hiking, jogging, bicycling, horse back riding, picnicing and fishing. Not to mention the "PR" possibility for Burlington Northern.

[illegible]

Another subject which I wish to discuss is this question of State Highway illumination. We have had an active street light program in Sweet Home for many years. It has centered around Highway 20 and 228 since this is where the primary traffic volumes are found. Our most recent traffic count (Oct. 1971) shows an A.D.V. at 12th and Main of 12,500 vehicles. Below are both the existing and proposed street light installations for Highway 20 and 228.

Highway 20

Existing:

30 - 21,000 lumens @ $ .590 per month	$177.00	
26 - 55,000 lumens @ $9.50 per month	247.00	
2 - 2,000 lumens @ $3.45 per month	6.90	
		$430.90 per month
		$5,170.80 per year

Proposed:

15 - 55,000 lumens @ $9.50 per month	$142.50	
11 - 21,000 lumens @ $5.90 per month	64.90	
		$207.40 per month
		$2,488.80 per year

- - - - - - - - - - - -

Highway 228

Existing:

6 - 7,000 lumens @ $3.45 per month	$ 20.70	
3 - 21,000 lumens @ $5.90 per month	17.70	
		$38.40 per month
		460.80 per year

Proposed:

22 - 21,000 lumens @ $5.90 per month	$129.80 per month
	$1,557.60 per year

TOTAL EXISTING per year - both highways	$5,631.60
TOTAL PROPOSED per year - both highways	4,046.31

We would very much like to increase the lumens of light on the highways as per our light plan. If I read the State Highway Department policy statement correctly, the Department will pay 25% of the power costs of this illumination for cities under 5000 population. (Section IV, page 3, of Highway Commission Policy Statement, Volume 56 of Minute Book, Oregon State Highway Commission. One copy enclosed.)

If the State will agree to such an arrangement, the City will turn this money back into further development of the lighting plan on those highways. I have enclosed a copy of that policy statement.

Finally, I would like to ask your advise on how to proceed with expediting the four-lane construction of Highway 20. In my opinion, this is the single most important event that could happen to this community. I realize that the primary block to an early construction date is money. To that end, D.O.T.'s new demonstration grant seems to fit the project to perfection. The objective design of the enactment is to "demonstrate the role a highway can play in revitalizing and diversifying the economies of rural areas and smaller communities." I have enclosed a copy of the information I have on the program. If there is anything I can do to help along this line, please let me know. We could organize a complete effort around this program, but we don't want to get in your way.

In any event, thank you for all you have already done to help us.

Sincerely,

Mike

Micheal D. Gleason
City Manager

MDG/bjs

Enc.

7740

22-1481

FORM E-30 (REV 10-63)

16

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1972

To: Frank Hall
DESIGN ENGINEER

SUBJECT: Sign Supports
Sodaville Rd-Vail Creek Sec
S Santiam Highway

Two signs with steel supports should be shown on the plans for the subject section. Field Notes with the ties to these two signs are attached.

The one right of Station 987+66 is within the new right of way. It will have to be purchased and removed. This should be shown on the plans as being done by others.

The sign right of Station 969+62 has both support in the easement area and could be left in place. This is recommended by the Right of Way section. There is a shallow fill at this location. The sign and support should be shown on the plans with a notation that the contractor will be required to work around them.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

cc C. G. Swenson
Rod Henry
Keats Oliver

9
14 T
VF

RECEIVED
JAN 18 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Received Help ☐
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Other

NOTED
W. E. COLE

SP*52475-734

.... Line Date [illegible] Party [illegible]

Project [illegible]

Form E-34—10M SP*52555-734

[illegible]	[illegible]	[illegible]			
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[illegible]	-	[illegible]	[illegible]		
			9L		

INT 8-1

JAN [illegible] 1972 FISH COMMISSION (RECEIVED)
Director

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • ~~Phone 364-2171~~

Carnegie

January 14, 1972

16

Mr. Thomas E. Kruse
Acting State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following project scheduled for contract letting March 30, 1972.

1. Ladd Canyon-North Powder Section
   Old Oregon Trail Highway, Union County
2. Sodaville Road-Vail Creek Section
   Santiam Highway, Linn County
3. Rickreall-Independence Junction Section
   Willamina-Salem Highway, Polk County

No Fish in Ladd Canyon

Gradient fach ch Shown, O.K.

No Fish in Baskett Slough

Your special attention and recommendations will be appreciated.

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
W. E. Schwartz (2)
J. B. Boyd (4)

RECEIVED
JAN 19 1972
DESIGN SECTION

Requires Reply ☐
[illegible] ☐
[illegible] ☐
Correct File ☐
Return To
Bring Up
Other

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall

Frank L. Hall
Design Engineer

SNR 1-17-72

Enclos.

Dear Frank,
The [illegible] gradient fish ch. shown on Vail Cr. is acceptable.
No Fish passage on other projects. Water quality should be maintained.
Burt C.

RECEIVED
JAN 26 1972
FOR FILING

7740

XXXXXXX.XXXXXXX

January 14, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting March 30, 1972.

1. Ladd Canyon-North Powder Section
   Old Oregon Trail Highway, Union County
2. Sodaville Road-Vail Creek Section
   Santiam Highway, Linn County
3. Rickreall-Independence Junction Section
   Willamina-Salem Highway, Polk County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

cc: E. S. Hunter
L. H. Young
W. J. Hart (3)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (3)
W. E. Schwartz (2)
J. B. Boyd (4)

Enclos.

RECEIVED
FEB 22 1972
FOR FILING

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5/

January 12, 1972

1-11-72

Mr. Richard Dalke
Linn County Engineer
3010 Industrial Way
Albany, Oregon 97321

MISC. CONTRACTS and AGREEMENTS No. 4407

Dear Mr. Dalke:

Attached for your records is a fully executed copy of an agreement for construction of the Sodaville Road-Vail Creek Section of the Santiam Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
DEC 9 - 1971
FOR FILING

7740

December 9, 1971

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the January 11 meeting a Construction Agreement with Linn County for construction of the Sodaville Road-Vail Creek Section of the Santiam Highway. This project is scheduled for contract at the March 30 bid opening. The estimated cost is $895,000. Completion of construction will provide a four-lane facility and is a part of our continuing effort to modernize heavily-traveled US20.

The agreement provides for construction and maintenance to be performed by the State and covers right-of-way acquisition, grading, drainage, base, paving, and signing. The County concurs in the State's recommendation for closure of certain roads and agrees to cooperate with the State in the usual manner to effect the adjustment or relocation of utility installations that may be in conflict with the plans for the project. Upon completion of construction, the County will assume all jurisdictional responsibilities for new road connections to be constructed as a part of the contract.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
Floyd Query
F. B. Klaboe
A. E. Johnson
Gary L. Sund
Victor Wolfe
F. D. Morgan
L. H. Young
Frank L. Hall
H. S. Cox
J. B. Boyd

MCH:ljt kw

RICHARD DALKE, P.E.
County Engineer

OFFICE OF
LINN COUNTY ENGINEER
3010 INDUSTRIAL WAY
ALBANY, OREGON 97321

Phone 926-9451

GORDON B. WALLACE, P.E.
Assistant County Engineer
GARY WILLIAMS
Administrative Assistant
DEL BURKHART
Road Superintendent

December 1, 1971

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox

Gentlemen:

Enclosed herewith are the signed copies (3) of the construction agreement covering design features of the Sodaville Road-Vail Creek Section of Highway 20.

Please note that we crossed through a part of the second line in paragraph 4, "and the road labeled to the Golf Course". This road is a public road and not under county jurisdiction for maintenance.

Sincerely,

Richard Dalke

Richard Dalke
Linn County Engineer

RD:bms
Encl. (3)

RECEIVED
COUNTY & CITY SECTION
DEC 2 1971
☑ ENGR. ☑ COOR. ☑ CE ☐ RE ☐ UC
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

TRANSACTION NUMBER 12-19

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

BY (Signature): MR. YOUNG'S NOVEMBER 24,

TITLE: PROGRAM & PLANNING ENGINE

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1*: ITEM NOS. ________ THRU ________

STAGE 2: ITEM NOS. 504 THRU ________

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	Wo
504	F-196(26)	1.49	25,500	16,200	SODAVILLE ROAD - VAIL CREEK SECTION.	RIGHT O

12-3-71
Young

12-1-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING INCIDENTAL COSTS.

RECEIVED
DEC 6 - 1971
FOR FILING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		12-1-71	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any in tion on the part of the Federal Government to provide Federal funds for the undertaking.

NSACTION NUMBER 12-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 12-1-71
BY (Signature): MR. YOUNG'S NOVEMBER 24, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

LASS OF FEDERAL FUNDS
☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 2
ITEM NOS. 504 THRU

LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
1.49	25,500	16,200	SODAVILLE ROAD - VAIL CREEK SECTION.	RIGHT OF WAY

12-3-71
Young

IZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION INCLUDING
TS.

RECOMMENDED		APPROVED
URE AND TITLE	DATE 12-1-71	SIGNATURE AND TITLE: FOR DIVISION ENGINEER

zation to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obliga-
overnment to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
NOV 30 1971
FOR FILING

7740

November 24, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are forwarding program data for one Primary right-of-way project, Sodaville Road-Vail Creek Section, Item No. 504, Project No. F-196(26), which we desire to have included in the Federal-aid Primary Highway Program.

We further request, concurrent with your approval of the program, authorization to proceed with all phases of right-of-way acquisition. The right-of-way required is as outlined in red on the enclosed copy of right-of-way map No. 9B-8-6.

Project assurances, regarding relocation assistance in accordance with IM 80-1-71, are not required for this project as there are no displaced persons.

Clearinghouse approvals were submitted with our letter of April 29, 1971, which requested location/design approval.

Enclosed is a copy of an environmental statement in the form of a "Negative Declaration" dated February 18, 1971, which received your concurrence on March 3, 1971.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosure

CL:js

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)
DATE SUBMITTED TO W. O.	11-24-71

FEDERAL - AID PR

(PPM 21-1

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* US 20 1.7 mi. S. of Lebanon to S.E. 1.49 mi. 21 65	**ADT**	PRESENT 5,600	FUTURE 10,600 (66) (70)	YEAR 91 (71) (72)

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Right of Way Acquisition 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Lin	
	NAME OF URBAN AREA 17-31	ROUTE NO. P	FEDERAL - AID 37

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST B TOTAL ESTIMATED COST	 FEDERAL FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		US 20 1.7 mi. S. of S. City Limits Lebanon to S.E. 1.49 mi.			
5					**ROW**		(Sodaville Rd.- Vail Cr. Section)	1.49	$ 25,500	$ 16,200
5					**CONST** (CODE)					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1.49	$ 25,500	$ 16,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)

RT

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

24-71

o S.E. 9 mi. (65)	**ADT**	PRESENT 5,600	FUTURE 10,600 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 012 (4) (9)	ITEM NO. 504 (14) (18)

(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) F- 14 23	NUMBER 196(26) 7	SEQ. NO. 13	I Projects Only POST MI. (24) (26) · DESIG. 27

	COUNTY NAME Linn			CODE 043 (14) (16)	PROGRAM STAGE ☐ 1 OR ☒ 2
	ROUTE NO. P	FEDERAL-AID 37 (32)	STATE 16 (36)	U.S. 20 (37) (41)	

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		ESTIMATED PROJECT COST BY PHASES				
f anon	(54) (58)	(59) (66)	(67) (76)			R.O.W. Acquisition all phases incl. incidental costs.
	1.49	$ 25,500	$ 16,200	$ 9,300		(Future 4 - 12' lanes; H.T. pave. 16' median and 10' shldrs.)
						ROW - 85' min. Access control - partial. Parking Restrictions- none.
CT LS	1.49	$ 25,500	$ 16,200	$ 9,300		
		(16) (23)	(24) (33)			

REMARKS

(over)

USCOMM DUSCOMM-DC 48905-P61

SODAVILLE ROAD-VAIL CREEK SECTION
PROJECT NO. F-196(26)

Existing Facility:

Roadway: 20' A.C. surface with 5' shoulders.

Adjacent Sections:

Northwest end: 4 - 12' lanes A.C. surface, 4' median and 10' paved shoulders.

Southeast end: 20' A.C. surface with 5' shoulders.

Project Data: Right-of-way acquisition, all phases, including incidental costs as required to provide for future construction of a highway facility to provide 4 - 12' lanes high-type pavement, 16' median and 10' shoulders.

System Action, Airports, Railroads, Water Development, Historical and Recreation Areas: None involved.

Public Hearing: Held February 23, 1971.

Design Approval: FHWA memo of July 23, 1971.

State and District Clearinghouse Approvals submitted under our letter of April 29, 1971, requesting location/design approval.

Negative Environmental Impact Declaration of February 18, 1971 received concurrence of FHWA on March 3, 1971.

RECEIVED
NOV 24 1971

7740

November 24, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Sodaville Rd.-Vail Cr. Section
Linn County

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following project:

Item No.	Project No.	Name
504	F-196(26)	Sodaville Rd.-Vail Creek

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

CL:js

RECEIVED
NOV 19 [illegible]

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
L. H. Young
Frank Hall
J. B. Boyd (w/att.)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

November 17, 1971

Board of Commissioners
Linn County Courthouse
P. O. Box 100
Albany, Oregon 97321

Attn: Mr. Richard Dalke
County Engineer

Dear Mr. Dalke:

Enclosed herewith for your consideration are four copies of a proposed Construction Agreement covering design features of the Sodaville Road-Vail Creek Section of the Santiam Highway (US 20), lying entirely within the jurisdictional boundaries of Linn County.

The proposed agreement generally provides for construction and maintenance of the project by the State, and is intended to cover all right-of-way acquisition, grading, drainage, base, paving, and signing. No structures are anticipated for this project. The County is requested to concur in the State's recommendation for the closure of existing Cascade Drive (Old Santiam Highway) and to cooperate with State in the usual manner to effect the relocation or adjustment of any utility installations that may be in conflict with the plans for the project. Upon completion of construction the County is requested to assume jurisdiction of certain road connections which will be constructed as a part of the project. This section is tentatively scheduled for contract in March, 1972.

Please examine the provisions contained in the agreement and, if found to be acceptable, present it to the Board of Commissioners with your recommendation of approval. Request the Board to sign three copies, have the County Clerk attest, affix the County Seal, and return the three signed copies to this office for presentation to the Highway Commission. Following certification by the Highway Commission Secretary, a fully executed copy will be returned for the County's permanent records.

Your interest and cooperation in these matters is appreciated.

Very truly yours,

NOTED
TOM EDWARDS

R. L. Porter
State Highway Engineer

By
for H. S. Cox
County and City Engineer

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MCH:ljt
Encl.

Form E-123

7710

22-1481
22-1492

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

16

Salem, Oregon
November 11, 1971

SUBJECT: Holding Pond
Pineway Apartments
Sodaville Rd-Vail Creek
Santiam Highway
Linn County

To: Frank Terpin
FINAL DESIGN ENGINEER

Recently Mr. Merryman, District Engineer for the Department of Environmental Quality, told us that some encroachment could be tolerated into the sewage effluent holding pond serving the Pineway Apartments. Now, however, by the attached October 14, 1971 letter, L. B. Day, Director of the Department of Environmental Quality, takes exception. According to Day, "This holding pond must remain intact, and if this is not possible, then a new pond of equivalent size must be located at another site to provide the retention and holding functions". This is actually a Right of Way matter, but you should be cognizant of the situation at the design state.

Also attached are copies of Resident Engineer Keats Oliver's November 2 letter of analysis and transmittal, and a copy of Assistant Chief Sanitary Engineer Harold Milliken's December 3, 1963 letter stating the conditions under which this holding pond could be constructed.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

Attachments

cc George Wills
Rod Henry
Keats Oliver

1 Hall
A. Olson
2 Turpin
3 Scott
Swenson
R. Olson

RECEIVED
NOV 15 1971
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

NOTED
W. E. COLE

SP*52475-734

RECEIVED
OCT 20 1971
KEATS OLIVER
RES. ENGR.

DEPARTMENT OF ENVIRONMENTAL QUALITY

STATE OFFICE BUILDING • 1400 S.W. 5th AVENUE • PORTLAND, OREGON • 97201

TOM McCALL
GOVERNOR
L. B. Day
Director

ENVIRONMENTAL QUALITY COMMISSION
B. A. McPHILLIPS
Chairman, McMinnville
EDWARD C. HARMS, JR.
Springfield
STORRS S. WATERMAN
Portland
GEORGE A. McMATH
Portland
ARNOLD M. COGAN
Portland

October 14, 1971

Oregon State Highway Department
Office of the Resident Engineer
3400 Spicer Road
Albany, Oregon 97321

Re: S - Pineway Apartments

Gentlemen:

We wish to take this opportunity to comment to you upon a letter recently forwarded to this office from the Linn County Health Department. The letter is from Mrs. Don Johnson, Route 1, Box 267, Lebanon, Oregon and expresses concern for the effect that the proposed widening of U.S. Highway 20 will have upon the sewage effluent holding pond serving the Pineway Apartments. This facility is located approximately three miles east of Lebanon.

We gather that it is possible that this holding pond will be disrupted by the proposed highway project and therefore wish to make the following recommendations if this will be the case. This holding pond must remain intact, and if this is not possible then a new pond of equivalent size must be located at another site to provide the retention and holding functions. This pond is an integral part of this overall treatment facility. Our staff will be happy to work with you in any way we can if this existing project must be disrupted.

Very truly yours,

L. B. Day, Director
Department of Environmental Quality

JAJ:ljb

cc. Mr. Fred Bolton
Eugene District
Linn County Health Department

DEQ-1

Mailing Address: P.O. Box 231, Portland, Oregon 97207 – Telephone: (503) 229-5696

RECEIVED
OCT 2 1971
KEATS OLIVER
RES. ENGR.

December 3, 1969

[illegible] Consultants
[illegible]
[illegible] Street
[illegible]

Re: [illegible] - Private, Linn County
[illegible] Apartments

Attention: Mr. Roy V. [illegible]

Gentlemen:

[illegible] received and reviewed the final plans submitted pertaining to [illegible] treatment facilities that are to serve the [illegible] Apartments in the Lebanon, Oregon, area.

The treatment facility that is proposed consists of a 5,000 gallon per day aerobic digestion plant, chlorine contact facilities, and a holding [illegible] which you have indicated is to provide complete detention of all [illegible] during the [illegible] of July, August, [illegible]

[illegible] subject to the following [illegible]:

1. [illegible] depth of at least [illegible] by the driller [illegible] in this well.

2. [illegible] of this treatment facility [illegible] all times.

3. [illegible] which the owner [illegible]

Re: S - Private, Linn County
[illegible] Apartments
December 3, 1963
Page 2

4. That the holding pond which you have stated could not be constructed this winter due to weather conditions, will be completed and ready for operation by June 1, 1964.

The construction of these facilities shall be under the supervision of [illegible] by the consulting engineer or his [illegible] and on the completion of the project shall [illegible] that such construction was inspected [illegible] and found to comply with the above requirements.

[illegible] construction shall be in strict conformance to the approved plans [illegible]. [illegible] shall be made without the prior written approval of the Sanitary Authority.

It is the statutory responsibility of the State Sanitary Authority to restore and preserve the natural purity of the waters of the State of Oregon. This obligation is constant and continuous; and over a period [illegible] changes in local conditions may occur which cannot be anticipated [illegible] at this time. Approval of these plans, therefore, [illegible] and conditional, dependent upon changing conditions; construction of the plant in accordance with the plans submitted; and proper functioning of the plant after it has been placed in operation.

In view of these circumstances, the Sanitary Authority reserves the [illegible]

[illegible]

[illegible] of the conditions [illegible] copy of this letter.

Very truly yours,

[illegible]
Assistant Chief Sanitary Engineer

[illegible]

[illegible]

cc: [illegible]

1710

FORM E-30X—30M—1-63 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
3400 Spicer Road, Albany

22-1481
22-1492

Nov. 2, 1971

SUBJECT: Holding Pond Pineway Apartments
Sodaville Road-Vail Creek Section
Santiam Highway Linn Co.

To: J B Boyd
Regional Engineer

ATTN: G W Wimer
Regional Const. Engr.

Enclosed is additional Correspondence from the Department of Environmental Quality regarding subject holding pond.

The system is designed to flow 5,000 gallons per day and the holding pond must be of sufficient size to contain the flow for 90 days, July through September. Apparently there has been excessive seepage loss in the past and the full capacity of the pond has not been reached. This led Mr. Merryman, District Engineer, D E Q, to tell us that some encroachment could be tolerated without rebuilding. Their (D E Q) Portland office however, seems to feel that the full size must be maintained to cover the contingency of reduced seepage.

There is a very real possibility that reconstruction of the highway in front of the pond could reduce the seepage loss.

Keats Oliver
Resident Engineer

P S: Please return to this office copies of the enclosed letters.

7740 C

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

16

Salem, Oregon
October 8, 1971

SUBJECT: Gus Myss (Pine Way Apartments)
Sodaville Road-Vail Creek Sec.
Santiam Highway
Linn County

To: Frank Terpin
DESIGN ENGINEER

Attached is Western Engineering Consultant's October 1963 plan for a sewage disposal system for the Gus Myss Apartments. Also attached is Keats Oliver's September 28 letter of transmittal. Oliver requests that the 8" outfall line emptying into our 72" CMP at Vail Creek, Station 1023+74, be added to the Sodaville Road-Vail Creek detail map.

Please have this done.

Oliver also points out that our proposed new right of way width and slope easement will encroach on the holding pond. Mr. Harold W. Merryman, District Engineer for the Department of Environmental Quality, has told Oliver that this is not a treatment pond but rather a holding pond to prevent any outfall into Vail Creek during the months of July, August and September. According to Merryman, the pond is sufficient size that it can be encroached upon without being rebuilt.

Gerald Wimer
Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/hkm
Attachments
cc Rod Henry
Keats Oliver

Plan attached retained for job file.
Discharge line added to
detail map.
T.

RECEIVED

1 T

SP*52475-734

FORM E-30X—50M—7-66

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

22-1481
22-1492

3400 Spicer Road, Albany
Sept. 28, 1971

SUBJECT: Sodaville Road-Vail Creek section
Santiam Highway
Linn Co.

To: J B Boyd
Regional Engineer

Attn: G W Wimer
Regional Const. Engr.

Enclosed a print of sewage disposal system for Gus Myss apartments (Pine Way Apartments) showing 8 " outfall line emptying into 72" metal culvert at Vail Creek, station 1023+74, approx mile post 18.13.

Detail maps, prepared by this office, for Sodaville Road-Vail Creek and Vail Creek-Narrows sections did not show this 8" outfall line.

New proposed 60' R/W width, plus slope easement, will encroach upon holding pond. This pond is not a treatment pond, but is to hold the outfall so nothing flows into Vail Creek during the months of July, Aug. & Sept.

In the opinion of Mr. Harold W Merryman, District Engineer, Department of Environmental Quality, the pond is of sufficient size that it can be encroached upon with out being rebuilt.

Keats Oliver
Resident Engineer

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OCT 11 1971
FOR FILING

7740

4a-1
9-8-71

September 28, 1971

Board of County Commissioners
Linn County
Courthouse
Albany, Oregon 97321

Attention: Del Riley
County Clerk

Gentlemen:

Attached for your information is a copy of "Highway Corridor and Design Resolution No. 401," adopted by the Highway Commission on September 8, 1971, covering the Sodaville Road-Vail Creek Section of the Santiam Highway in Linn County

Also attached is a survey design approval map.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

RECEIVED
[illegible] 1971

FOR FILING

7740

August 24, 1971

Oregon State Highway Commission

Gentlemen:

Surveys have been completed on the following two sections. All required public hearings have been held and we have requested design approval from the Federal Highway Administration.

Sodaville Road-Vail Creek Section, Santiam Highway, Linn County

This project will consist of widening the existing two-lane facility to four lanes. The roadway will have two 24-foot travel ways, a 16-foot median and 10-foot shoulders each side. A favorable public hearing was held February 23, 1971 and the project has received affirmative comments from both State and District Clearinghouses. The length of this section is 1.46 miles and the total estimated cost is $920,000 (construction $900,000; right-of-way $20,000). This section is the westerly unit of the Vail Creek-Sweet Home Section, which was tentatively adopted on Federal-Aid Program XII February 16, 1971.

Pleasant Valley-Green Timber Road Section, Oregon Coast Highway, Tillamook County

This section is a part of the updating of the Oregon Coast Highway, will improve the existing two-lane facility, and will provide for future four-lane construction. The roadway, on improved alignment, will have two 12-foot travel lanes with 10-foot shoulders; however, provisions are incorporated in the design to permit future expansion to a four-lane highway facility. A combination Corridor and Design Hearing was held on April 13, 1971, with a slight line change on the southerly end as a result. State and District Clearinghouses have reviewed the section with no adverse comments. The length of this section is 3.01 miles and the total estimated cost is $1,600,000 (construction $1,300,000; right-of-way $300,000). This project was added to Federal-Aid Program XII August 18, 1970.

Maps for these projects are attached for your information.

I recommend survey-design approval and request authority to purchase the right-of-way necessary for construction of these Federal-Aid projects.

This matter will be on the agenda for your consideration at the September 7 meeting.

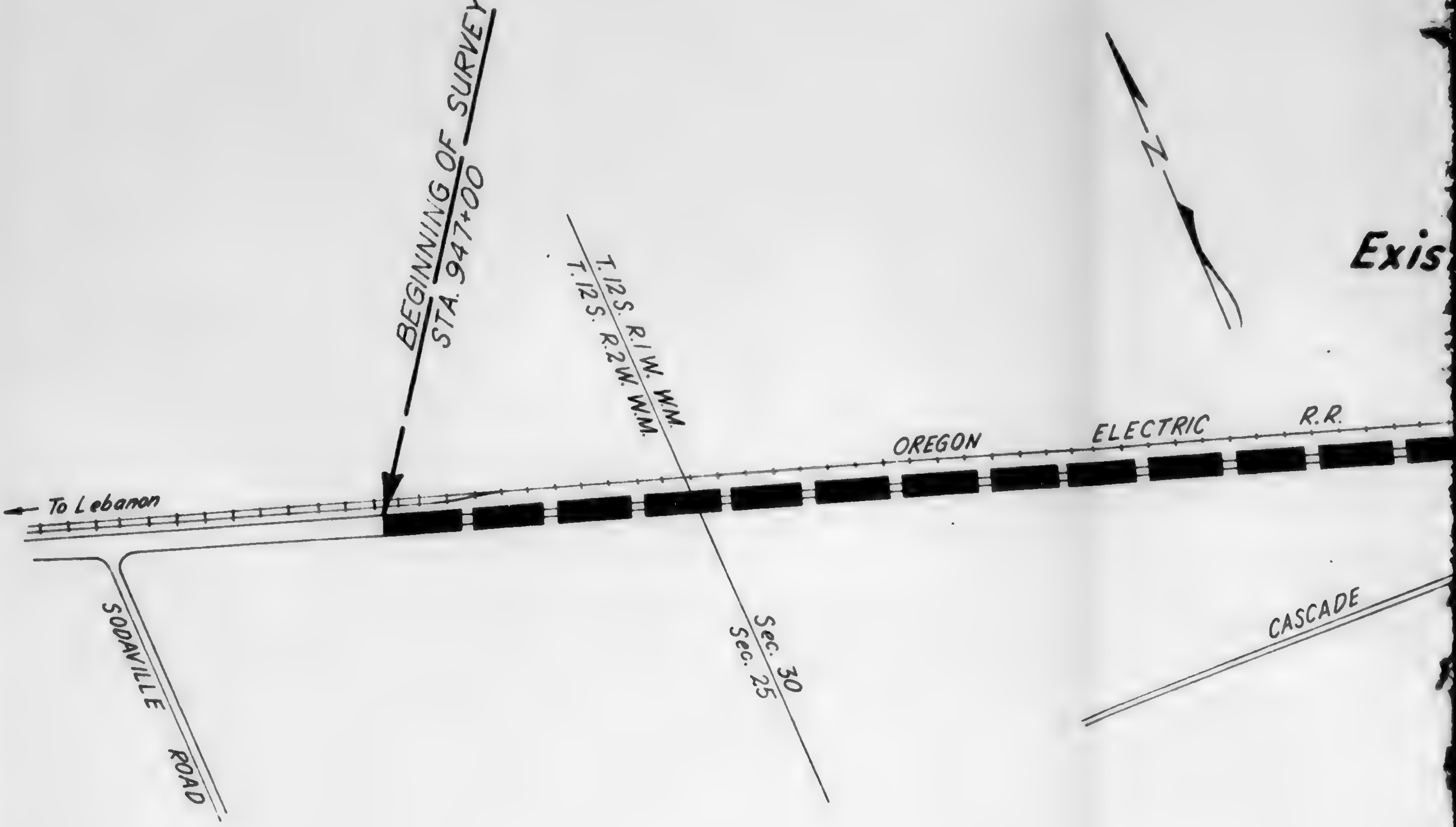
Very truly yours,

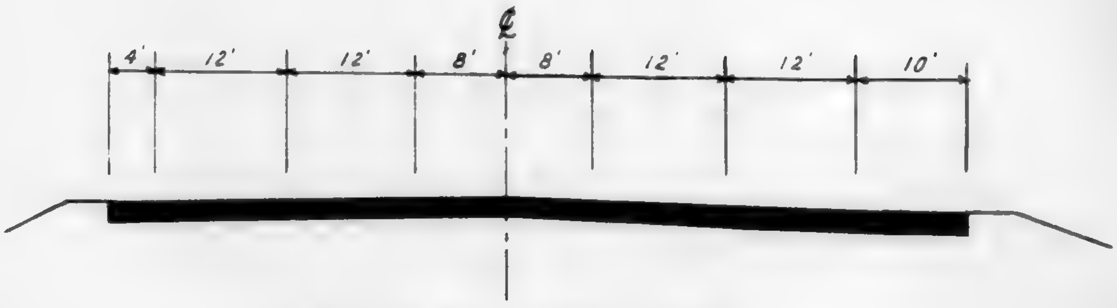
R. L. Porter
State Highway Engineer

Attachments

BLG:js kw

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. D. Morgan
Frank L. Hall
L. H. Young
V. E. Skoog
D. H. Moehring
J. B. Boyd





TYPICAL SECTION

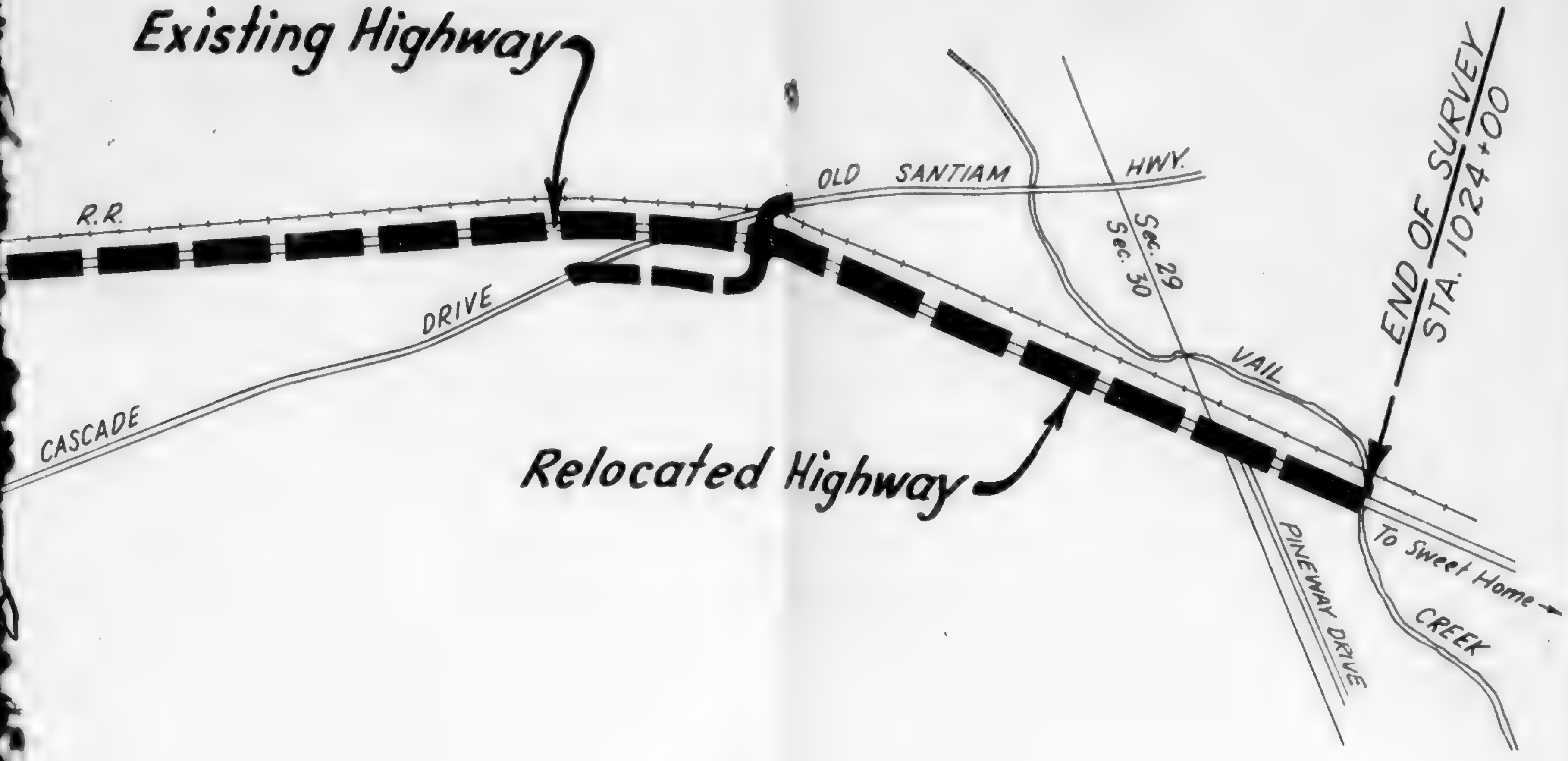
PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE HIGH
BUREAU OF
THROUGHWAY RESOL
ACCESS CONTROL ..

APPROVED:

1.46 Mi.

CHAS. BRUNING CO

DRG. NO. 1R-4-491



PUBLIC HEARING 2-23-71
SYSTEM ACTION
COUNTY NONE REQUIRED
STATE HIGHWAY COMMISSION NONE REQUIRED
BUREAU OF PUBLIC ROADS NONE REQUIRED
THROUGHWAY RESOLUTION NONE REQUIRED
ACCESS CONTROL LIMITED

APPROVED: Aug. 23, 1971

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
SURVEY DESIGN APPROVAL MAP

SODAVILLE RD.- VAIL CR. SECTION

SANTIAM HIGHWAY
LINN COUNTY
DRG.NO. IR-4-491

SCALE: 1"=600'±
DATE: APR., 1971
FOR DETAILS SEE DRG. NO. 9B-8-6

16

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1971

SUBJECT: **Sodaville Road-Vail Creek**
Santiam Highway

To: Keats Oliver
RESIDENT ENGINEER

A new plan has been developed for the County Road to now cross at Station 1003+32. A new crossing with the Burlington Northern Railroad is involved.

You will need to prepare and submit the following:

1. Map for PUC application
2. Extension of cross-sections from Station 996 to 1004 to a sufficient width to include the county road realignment

To aid you attached are:

1. Sketch
2. Prints of 996-1003 cross-sections
3. 1 book titled "Location Notes" Lebanon-Vail Creek Section dated 1964

This work should immediately follow your Albany TOPICS Survey.

Gerald Wimer
REGIONAL CONSTRUCTION ENGINEER

GWW/jc
Attachs.
cc: George Wills ✓

Hall
A. Olson
I Wills Wills
Hackleman
Carstensen
Keyes
2 [illegible] T

RECEIVED
AUG 12 1971
DESIGN SECTION

Scott
Swanson
R. Olson
Trout A
Do Not File ☐
Keep ☐
Return To
Other

7913

16

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 9, 1971

SUBJECT: Sodaville Road-Vail Crk Sec.
Santiam Hwy

To: Frank Hall
DESIGN ENGINEER

Bill Sample has recently furnished this office a copy of the presently contemplated uncurbed 24' width shoulder to shoulder section for the Sodaville Road-Vail Creek Section. It will be necessary to either pave the ditch and back slope between the shoulder line by bicycle path or install a curb.

If this area is left unpaved or uncurbed, an intolerable maintenance situation would exist.

J B Boyd
J. B. Boyd
REGIONAL ENGINEER

GWW/JBB/hkm

cc Keats Oliver

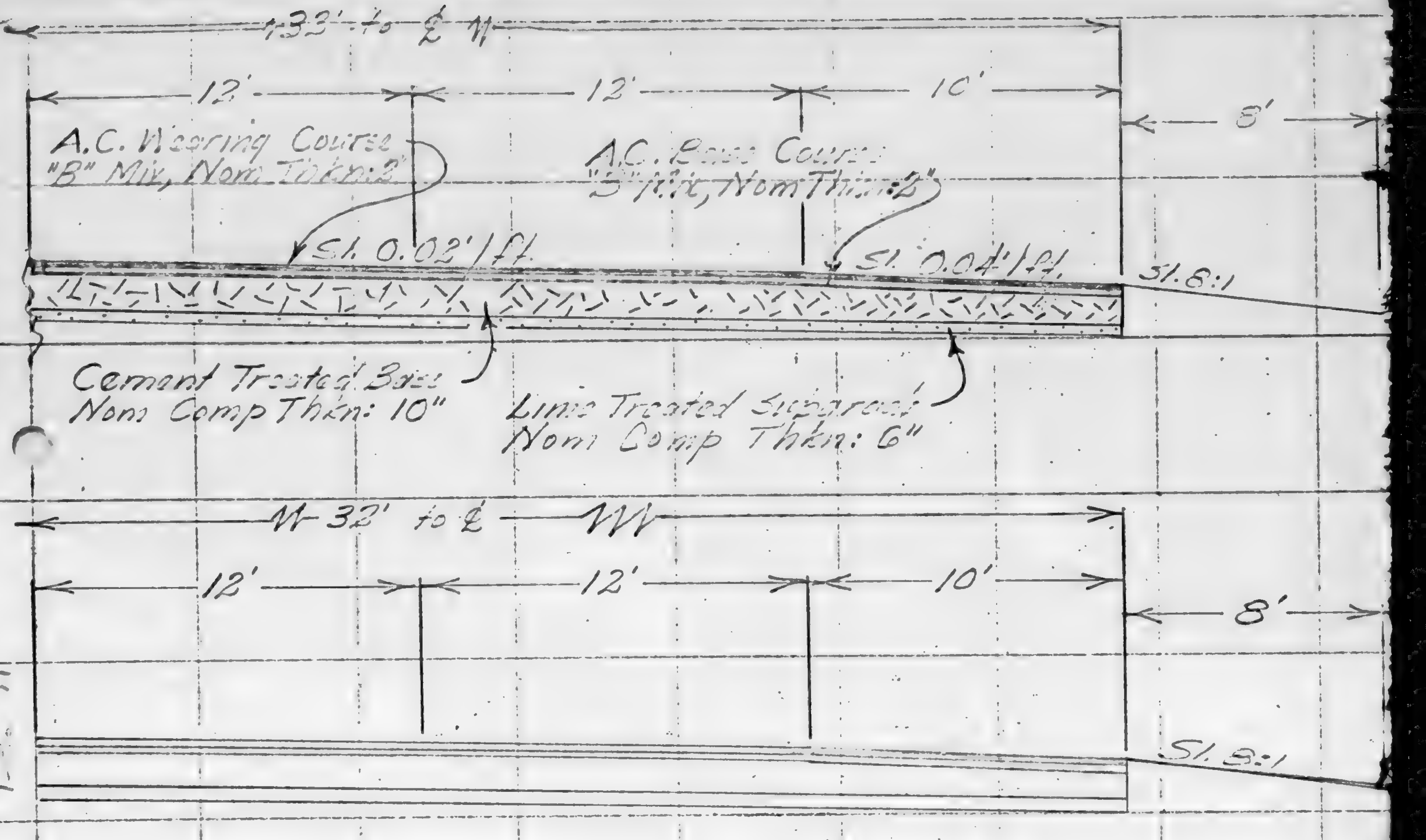
1 H

R

2 T

Discussed with Boyd.
Section OK if drainage O.K.
Hall

SP*52475-734



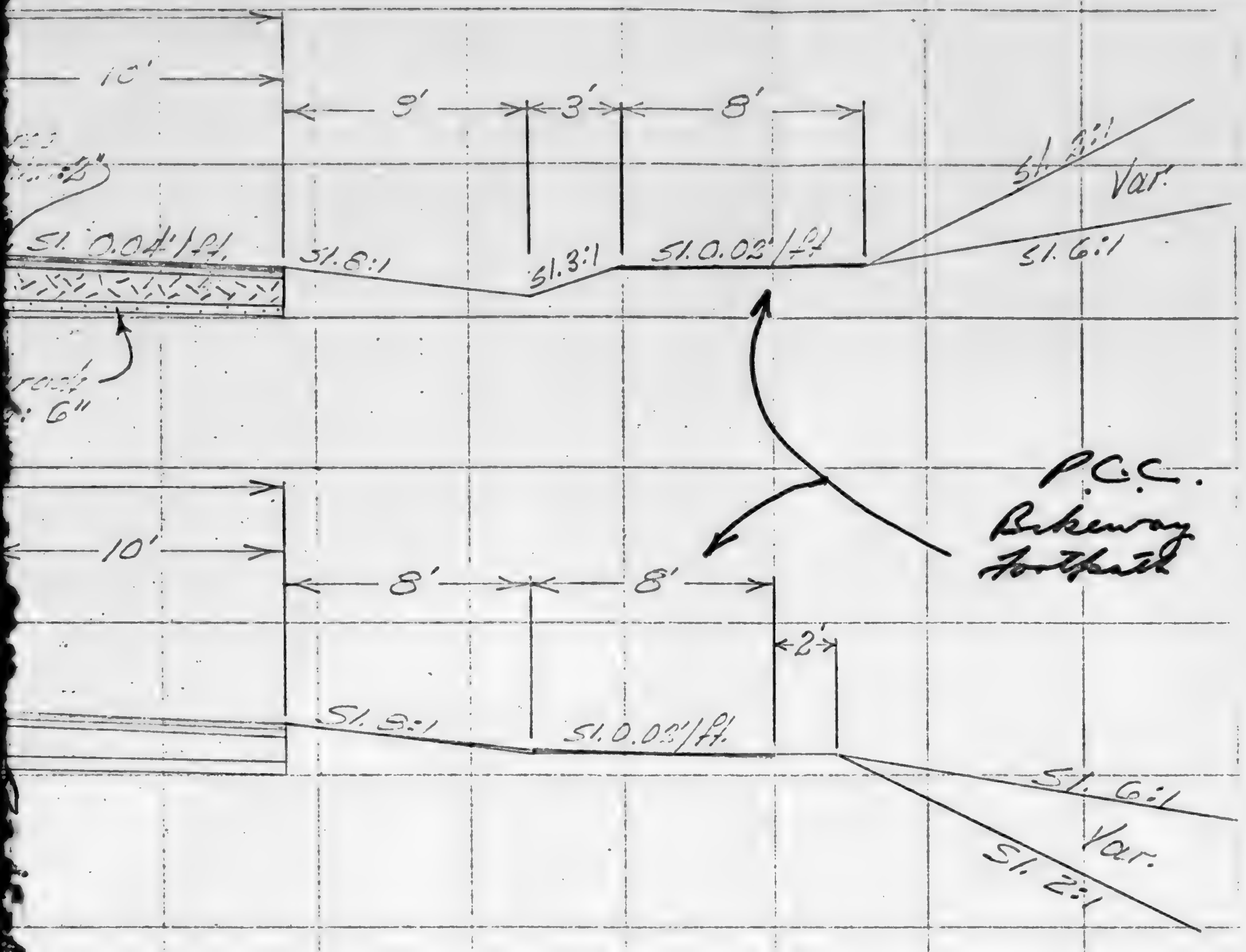
Sodaville - Vail Creek Section

orig to Hall
copy to Gelhaus
8-2-71

RECEIVED
AUG 3 - 1971
FOR FILING

Approved 7/30/71
J. Klabo

except where
damage -
those cases



0/7p
labor

except where buildings would suffer damage - move adj. to highway in those cases and narrow it as required.
J

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JUL 15 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

7-140

July 9, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Sodaville Road-Vail Creek Road Section
Santiam Highway, Linn County

Reference is made to your Memorandum 08-35-DB dated May 11 regarding location design approval for the above section.

The typical section has been re-evaluated and it has been determined that the typical section that will be used will have a 16-foot median, four 12-foot travel lanes, and 10-foot shoulders. A modified open ditch section will be used in place of curbs. Right-of-way requirements will be approximately the same as those presented at the hearing.

Location/design approval is requested based upon the above typical section.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

DEK:jp
cc: F. B. Klaboe
L. H. Young
R. N. Chase

RECEIVED
JUL 8 - 1971
FOR FILING

7740

June 29, 1971

2463

Mr. Paul Shaffer
Route 2, Box 45G
Scio, Oregon 97374

Dear Mr. Shaffer:

In reply to your letter of June 22, the State Highway Division has the following projects in Linn County listed on their advanced construction programs.

Sodaville Road-Vail Creek on US 20
Four-lane construction

Halsey Interchange-Lane County Line
on Pacific Highway (I-5)
Roadside improvement, landscaping

North Albany Interchange-Halsey Interchange on Pacific Highway (I-5)
Pave and safety update to Interstate standards.

Although these projects are listed on our advanced programs, they are all subject to the availability of funds for construction. The pressing need for construction projects throughout the state will not permit a definite allocation of funds for individual projects 10 to 15 years in advance.

I hope this information will be of assistance.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

BLG:ms mc

bc R. L. Porter
Tom Edwards
L. H. Young

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ALBANY, OREGON, 97321

DUANE A. DRUSHELLA
Branch Manager

REFERRED TO
admin
BY SECRETARY

June 22, 1971

Dear Sirs:

Would you please send me any information of proposed or projected road changes or bridges to be built in Linn County within the next 10 to 15 years? Or, any dams to be built in Linn Co?

What projects have finances been allocated to be positively built?

Thank you, for any information you are able to send me, in the way of maps of the changes.

Sincerely,
Paul Shaffer
Rt 2 Box 45F
Scio, Oregon
97374

RECEIVED
JUN 24 1971
PROGRAM & PLANNING
DIVISION

V.O

RECEI D
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1971
OREGON
STATE HIGHWAY COMMISSION

MONEY MAKING FARMS • RANCHES • HOMES • MOTELS • HOTELS • RESORTS • BUSINESSES

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JUN 2? 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section: Sodaville - Vail Creek
Highway: Santiam (FAR 37)
County: Linn
Prefix: 22-1481

Res. Engr.
Approx. Length 1.0± mile
Sta. 974± to Sta. 1024±
Date June 22, 1971

Mean Truck A.D.T. 900
Traffic Coefficient 10.2
18 kip s. a. per day 360.5
(1)

Annual Precipitation 45±" (Waterloo)
Frost Penetration ---
CBE Total Requirement 34.5"

Typical Soil

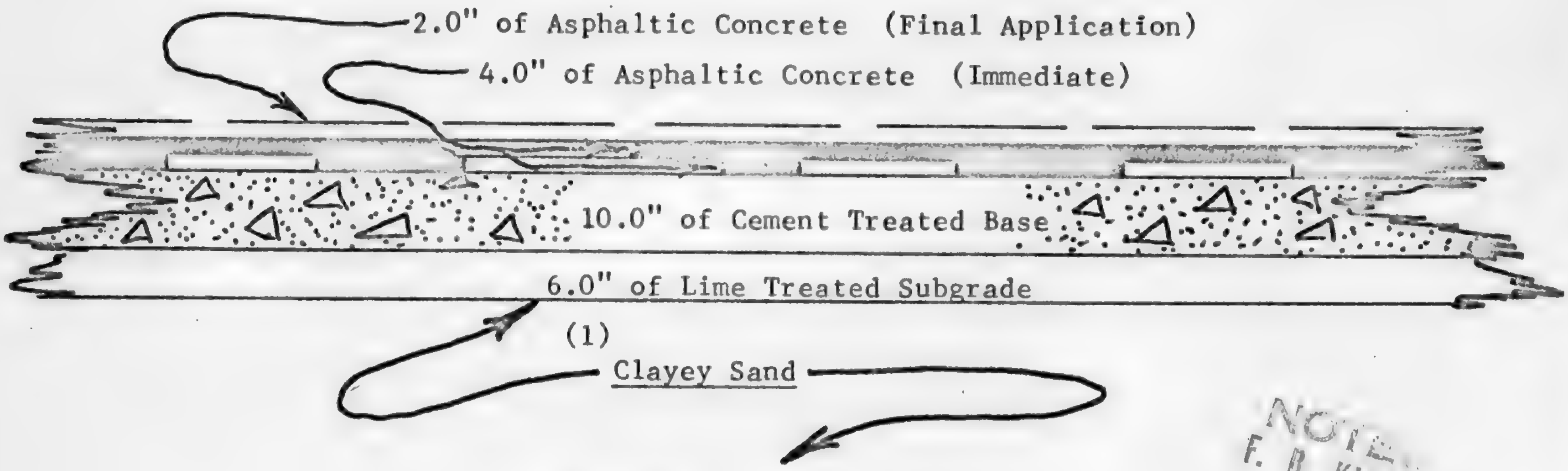
34	LL
7	PI
91	%P 10
49	%P 200
9	% Gravel
17	% C Sand
25	% F Sand
28	% Silt
21	% Clay
5	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
18.0	10.0	C.T.B.
5.0	6.0	L.T.S.
35.0	22.0	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
10.0" of Cement Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Sand

NOTED
F. B. KLABOE

See Page 2 for remarks.

Submitted by ____________
Base Design Engineer

Recommended by ____________
Asst Engineer of Materials and Research

Recommended by ____________
Asst Program and Planning Engineer

Approved by ____________
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Sodaville - Vail Creek
HIGHWAY: Santiam (FAR 37)
COUNTY: Linn

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Cement Treated *Base*	1.0" *Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
9.0 -10.0	4.0"	10.5" min.		6.0"	32.0"	20.5"
8.0 - 9.0	3.5"	9.0"		6.0"	28.5"	18.5"
7.0 - 8.0	3.5"	7.5" min.		6.0"	25.5"	17.0"
6.0 - 7.0	3.0"	6.0"		6.0"	22.0"	15.0"
4.8 - 6.0	2.0"	---	9.5"	6.0"	18.5"	17.5"
Cars Only	2.0"	---	9.5"	---	13.5"	11.5"

Remarks:

1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one-size course is more economical.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Sodaville Rd.-Vail Creek

HIGHWAY: Santiam (FAR 37)

COUNTY: Linn

5600 Present ADT (19 71)

11 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	180	1.9	342	261	450	117,450
3	160	1.9	304	232	1000	232,000
4	10	1.9	19	15	1250	18,750
5	270	1.9	513	392	3180	1,246,560
6	0	---	---	---	2570	- - - - -
				900	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 1,614,760

TWENTY YEAR EWL 32,295,200

TRAFFIC COEFFICIENT 10.2

SECTION: Sodaville - Vail Creek
HIGHWAY: Santiam (FAR 37)
COUNTY: Linn

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See attached sheet.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration.
13. Traffic Safety: No unusual problems.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

C.R.P.C.C. was not considered due to length of project. Cement Treated Base was selected as it appears to be the most economical for the section.

Sodaville - Vail Creek
Santiam Highway (FAR 37)
Linn County

Unit prices were obtained for this area from C. E. Layton, Cost Estimator, and are listed below:

Class B Asphaltic Concrete	$ 8.30	per ton
Plant Mix Bituminous Base	7.95	per ton
Cement Treated Base	6.60	per ton
Aggregate Base (1.0"-0)	3.00	per ton
Lime Treated Subgrade	.76	per sq. yd.

Four sections of comparable strength were considered in the following per square yard cost comparison:

4.0"	A.C.	2.0"	A.C.W.S.	2.0"	A.C.W.S.	4.0"	A.C.
10.0"	C.T.B.	11.0"	A.C. Base	13.0"	A.C. Base	10.0"	P.M.B.B.
6.0"	L.T.S.	6.0"	L.T.S.			6.0"	L.T.S.
$6.30		$6.89		$7.07		$7.16	

RECEIVED
MAY 1971
FOR FILING
7742

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: May 11, 1971

In reply refer to: 08-35-DB

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

G. K. Hoover
FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-196(-)
Sodaville Road-Vail Creek Road Section
Santiam Highway
Linn County
Location/Design Approval

Kleaboe

Reference is made to your letter dated April 29 requesting location/design approval for subject project.

Our office is hesitant to approve a 4-foot median without left turn provisions on a high speed section. This has been discussed with Mr. Frank Hall, Design Engineer and he informed us that a re-evaluation of the typical section on this project is in progress at the present time.

We will withhold further action until the results of your study along with your recommendations are received.

5-14-71

REFERRED TO
Hall - Young

RECEIVED
OF

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 20 1971

FOR FILING

7740

4085

April 19, 1971

Ms. Donna Ego, Secretary
Highway 20 Improvement Committee
Post Office Box 325
Sweet Home, Oregon 97386

Dear Ms. Ego:

The questions in your letter of April 9 regarding scheduling of the Sodaville Road-Vail Creek Section on US20, are answered as follows:

1. Estimated date of bid opening--summer of 1972.
2. Estimated date property acquisition will begin--July 1971.
3. Construction will begin as soon after bid opening as the contractor can schedule his work.

The availability of Federal funds determines whether or not this schedule can be met.

Attached is a table showing the Average Daily Traffic that has been recorded from a permanent recorder located four miles south of Lebanon. The classification breakdown on this table is computed from a visual count.

The Resident Engineer on the project will be Keats Oliver, and his office is located at 3400 Spicer Road in Albany.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Keats Oliver
VAB:ia srb

Att.

Location: **US20, South Santiam Highway, No. 16 - FAP37, 4 miles southeast of Lebanon**

Recorder: **Waterloo, 22-013**
Installed: **October, 1956**

1970 TRAFFIC DATA

Month	*Average Weekday* *Volume*	*Average Weekday* *Percent of ADT*	*Average Daily* *Volume*	*Average Daily* *Percent of ADT*
January	4,427	87	4,295	85
February	4,530	89	4,588	91
March	4,772	94	4,793	95
April	4,631	91	4,664	92
May	5,228	103	5,324	105
June	5,749	114	5,777	114
July	5,851	116	5,950	117
August	5,769	114	5,821	115
September	5,337	105	5,244	104
October	5,351	106	5,192	103
November	4,723	93	4,572	90
December	4,721	93	4,579	90
1970 ADT			**5,067**	

Classification Breakdown	*Percent of ADT*
Oregon passenger cars	62.3
Out-of-State passenger cars	2.1
Panel and Pickups	22.4
Light vehicles w/trailer	0.8
Total Light Vehicles	87.6
Campers and light Trucks	0.6
Trucks, 2-axle	3.1
Trucks, 3-axle	2.8
Trucks, 4-axle	0.3
Trucks, 5-axle	4.9
Trucks, 6-axle	—
Buses	0.7
Total Heavy Vehicles	12.4

Year	*Average Daily Traffic*
1961	3,780
1962	4,028
1963	4,306
1964	4,544
1965	4,726
1966	4,905
1967	4,495
1968	4,521
1969	4,724
1970	**5,067**

Sweet Home-East Linn County
Chamber of Commerce
SWEET HOME, OREGON 97386
PHONE 367-3231
1218 MAIN STREET
P.O. BOX 325

April 9, 1971

Edwards

R. L. Porter, State Highway Engineer
Oregon State Highway Commission
Salem, Ore.

[illegible] property

Dear Mr. Porter:

In our discussion with you and Mr. Jackson after the March 30 Commission meeting, the scheduling for the Sodaville-Vale Creek section of Highway 20 was mentioned. Would you please send us the information you now have as to the dates that:
1. Bids will be let.
2. Property aquisition will begin.
3. Construction is to begin.

The other information we will need we have been directed to obtain from your office pertains to traffic counts. Would you please have sent to us the counts that have been made during the past year on this entire section from Sodaville to Sweet Home. We are particularly interested in the breakdown as to types of vehicles as well as number. Are these traffic counts made entirely automatically or do they include visual counts as well?

Thank you for your continuing cooperation.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] R/D

Sincerely,

Donna Ego

Donna Ego, Secretary
Highway 20 Improvement Committee

April 14, 1971

DESIGN SECTION REPORT
SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

A combination corridor and design public hearing was held on the Sodaville Road-Vail Creek Section of the Santiam Highway on February 23, 1971 at 7:30 pm in the High School Auditorium in Sweet Home, Oregon. There were approximately 30 persons present.

The proposed facility will be built with a curbed street section having 72 feet between the curbs. This will provide four 12-foot travel lanes, 4-foot median, and 10-foot shoulders. This same typical section was used for the Market Drive-Sodaville Road Section to which this project will connect on the westerly end. The Market Drive-Sodaville Road Section was constructed in 1965.

A transcript of the public hearing is enclosed which gives a description of the proposed project. Following is a list of the physical characteristics not listed in the transcript:

Length	1.46 miles
Total Central Angle	27°53'
Total Number of Curves	1
Maximum Curve	2°15'
Number of Maximum Curves	1
Maximum Central Angle, 1 Curve	27°53'
Maximum Grade	0.60%
Length of Maximum Grade	300 feet
Length 3% Grade or Over	0
Total Rise and Fall	24 feet
Highest Grade Elevation	404 feet

A State Senator, the Chairman of the County Board of Commissioners, the Chairman of the Sweet Home-Lebanon Highway 20 Improvement Committee, and several other persons spoke in favor of the project. They were all pleased with the proposed project but disappointed that it would not go farther towards Sweet Home and provide a longer section.

The only complaint was in regards to turning movements off the proposed project for trucks. It was felt by some that there was not enough room. This will be studied and built to standard design.

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1971

SUBJECT:

Public Hearing Documentation
Sodaville Road - Vail Creek Section
Santiam Highway
Linn County

To:
Don Keyes
Preliminary Rural Supervisor

BUILDING

The need for an improved facility on the Sodaville Road-Vail Creek Section of the Santiam Highway is evident when future traffic volumes are compared with the capacity of the existing facility. During 1969, the average daily traffic for this section was 5,400 vehicles. The projected 1990 average daily traffic is 10,600 vehicles. The computed capacity of the existing highway is 5,900 vehicles.

12% of traffic is trucks.
Traffic Section
2-9-71

During the period from January 1, 1964 through December 31, 1968, and for eight months of 1969, the accident rate for this section of highway was 3.18 accidents per million vehicle miles. This compares with the statewide average accident rate for similar types of highways of 2.39 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Consumers Power, Bonneville Power Administration, Pacific Power and Light Company, Linn County Telephone Company, and Northwest Natural Gas Company.

Robert E. Royer
Robert E. Royer
Planning Engineer

TS:ap

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JAN 12 1971
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 8, 1971

SUBJECT:

Public Hearing Documentation
Sodaville Road - Vail Creek Section
Santiam Highway
Linn County

To: Don Keyes
Preliminary Rural Supervisor

BUILDING

The need for an improved facility on the Sodaville Road-Vail Creek Section of the Santiam Highway is evident when future traffic volumes are compared with the capacity of the existing facility. During 1969, the average daily traffic for this section was 5,400 vehicles. The projected 1990 average daily traffic is 10,600 vehicles. The computed capacity of the existing highway is 5,900 vehicles.

12% of traffic is trucks.
Traffic Section
2-9-71
D.B.

During the period from January 1, 1964 through December 31, 1968, and for eight months of 1969, the accident rate for this section of highway was 3.18 accidents per million vehicle miles. This compares with the statewide average accident rate for similar types of highways of 2.39 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Consumers Power, Bonneville Power Administration, Pacific Power and Light Company, Linn County Telephone Company, and Northwest Natural Gas Company.

Robert E. Royer

Robert E. Royer
Planning Engineer

TS:ap

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SP*52475-734

FORM E-30 (4-70)

SP*52503-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
January 8, 1971

To: Don Keyes
Preliminary Rural Supervisor

BUILDING

SUBJECT:
Public Hearing Documentation
Sodaville Road - Vail Creek Section
Santiam Highway
Linn County

The need for an improved facility on the Sodaville Road-Vail Creek Section of the Santiam Highway is evident when future traffic volumes are compared with the capacity of the existing facility. During 1969, the average daily traffic for this section was 5,400 vehicles. The projected 1990 average daily traffic is 10,600 vehicles. The computed capacity of the existing highway is 5,900 vehicles.

During the period from January 1, 1964 through December 31, 1968, and for eight months of 1969, the accident rate for this section of highway was 3.18 accidents per million vehicle miles. This compares with the statewide average accident rate for similar types of highways of 2.39 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Consumers Power, Bonneville Power Administration, Pacific Power and Light Company, Linn County Telephone Company, and Northwest Natural Gas Company.

Robert E. Royer

Robert E. Royer
Planning Engineer

To:ap

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 3, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7740

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-196(-)
Sodaville Road-Vail Creek Section
Santiam Highway

Klahre

Enclosed is the negative environmental declaration for the subject section of the Santiam Highway. I have concurred in your declaration that this project will not have a significant environmental effect on the community.

Enclosure

cc:
Region w/encl

NOTED
[illegible]

NOTED
TOM EDWARDS

3-4-71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 1, 1971

SUBJECT: Access Points
Sodaville Road-Vail Creek Sec.
Santiam Highway
Linn County

To: Mr. Frank Hall
Design Engineer

BUILDING

16

Attention: Mr. George Wills
Chief Locating Engineer

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachment

1 Wills
RECEIVED
MAR 1 1971
DESIGN SECTION
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2 Stott S
Swenson
R. Olson
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Other ______

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

CURB CUT ACCESS REQUIREMENTS

NAME	STATION	SIDE	WIDTH	CURB CUT	SURFACE	CONST. BY	REMARKS
Clara Pape, Estate 88 31-6	✓949+25	South	35'	16'	None (curb cut only)	State	Curb cut only, R/W p project, File 37182
" " " 88-31-6	✓953+25	South	35'	16'	None (curb cut only)	State	Same (for joint use by p
E. J. Pape [illegible]	✓957+90	South	35'	26'	None (curb cut only)	State	Curb cut only to se use.
Carl Pracht	✓959+10	South	35'	16'	16'	State	Re-establishes entr
" "	✓960+50	South	35'	16'	16'	State	Re-establishes entr home.
Terry Fielder, C.P.	✓960+95	South	35'	16'	16'	State	Re-establishes entr
C. J. Vesper	✓962+15	South	35'	16'	16'	State	Re-establishes entr
R. Scott, C.P.	✓963+50	South	35'	16'	16'	State	Re-establishes entr
Gilbertson & Reynolds	✓965+60	South	35'	20'	20'	State	Serves Fir Lane -
Duffield	✓967+90	South	35'	16'	16'	State	Re-establishes entr
LaVelle Tucker	✓971+90	South	35'	16'	16'	State	Re-establishes entr lot presently farme
L. H. Percell, C.P.	✓972+38	South	35'	26'	26'	State	Entry for commercia
" " " "	✓973+76	South	35'	26'	26'	State	Entry for commercia
" " " "	✓974+28	South	35'	26'	26'	State	Entry for commercia
" " " "	✓975+05	South	20'	20'	20'	State	Entry for commercia
George Most	✓975+28	South	26'	26'	26'	State	Entry for commercia
" "	✓976+05	South	35'	26'	26'	State	Entry for commercia

~~300' of frontage 4 access points?~~

~~100' of frontage 2 access points?~~

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

ESS REQUIREMENTS

JANUARY, 1971

STATION	SIDE	WIDTH	CURB CUT	SURFACE	CONST. BY	REMARKS
✓949+25	South	35'	16'	None (curb cut only)	State	Curb cut only, R/W purchased on previous project, File 37182.
✓953+25	South	35'	16'	None (curb cut only)	State	Same (for joint use by power lines)
✓957+90	South	35'	26'	None (curb cut only)	State	Curb cut only to serve access strip - future use.
✓959+10	South	35'	16'	16'	State	Re-establishes entry to residence.
✓960+50	South	35'	16'	16'	State	Re-establishes entry to 6 rentals & 1 mobile home.
✓960+95	South	35'	16'	16'	State	Re-establishes entry to residence.
✓962+15	South	35'	16'	16'	State	Re-establishes entry to residence.
✓963+50	South	35'	16'	16'	State	Re-establishes entry to residence.
✓965+60	South	35'	20'	20'	State	Serves Fir Lane - Privately owned land.
✓967+90	South	35'	16'	16'	State	Re-establishes entry to residence.
✓971+90	South	35'	16'	16'	State	Re-establishes entry to residence. Vacant lot presently farmed.
✓972+38	South	35'	26'	26'	State	Entry for commercial.
✓973+76	South	35'	26'	26'	State	Entry for commercial.
✓974+28	South	35'	26'	26'	State	Entry for commercial.
✓975+05	South	20'	20'	20'	State	Entry for commercial.
✓975+28	South	26'	26'	26'	State	Entry for commercial.
✓976+05	South	35'	26'	26'	State	Entry for commercial.

CURB CUT ACCESS REQUIREMENTS

NAME	STATION	SIDE	WIDTH	CURB CUT	SURFACE	CONST. BY	REMARKS
R. Adair, Jr.	✓977+30	South	35'	16'	16'	State	Re-establish entry
R. A. Pedersen	✓979+00	South	35'	16'	16'	State	Re-establishes pr
" " "	✓980+60	South	35'	16'	16'	State	Re-establishes pre
Incledon ~~120' of frontage 2 access Points~~	✓984+25	South	35'	26'	26'	State	Re-establishes pre
"	? 984+95	South	35'	26'	26'	State	Although this acce should negotiate t
S. L. Byrd	✓985+65	South	35'	26'	26'	State	Entry to residence
" " "	✓986+80	South	35'	26'	26'	State	Entry to mobile ho
H. M. Johnson	✓989+50	South	35'	16'	None (curb cut only)	State	Curb cut only - f Could adjust loca
C. L. Stevens	✓991+30	South	35'	16'	16'	State	Re-establish pres
F. Jesse	✓992+64	South	35'	26'	26'	State	Entry for commerc
E. L. Smith	✓993+80	South	35'	16'	16'	State	Re-establish pres
E. L. Smith	✓996+80	South	35'	16'	16'	State	Re-establish prese
J. E. Foster/Laura Welker	✓998	South		None			? Access to County
Poenie/Schwartzengraber	✓1011	South		None			Access to private Station ~~1012+55.~~
Poenie/Stewart	✓1013	South		None			Access to private Station ~~1012+55.~~
W. W. Carl	✓1014+00	South	35'	16'	16'	State	Re-establishes pr
B. Poenie	✓1012+38	South	35'	32'	32'	State	Re-establishes pri being purchased by
" "	✓1015+30	South	35'	16'	16'	State	Re-establishes pr
" "	✓1016+03	South	35'	32'	32'	State	Re-establishes pri dences being purch

STATION	SIDE	WIDTH	CURB CUT	SURFACE	CONST. BY	REMARKS
✓977+30	South	35'	16'	16'	State	Re-establish entry to residence.
✓979+00	South	35'	16'	16'	State	Re-establishes present entry.
✓980+60	South	35'	16'	16'	State	Re-establishes present entry to residence.
✓984+25	South	35'	26'	26'	State	Re-establishes present entry to commercial.
? 984+95	South	35'	26'	26'	State	Although this access presently exists we should negotiate to eliminate it.
✓985+65	South	35'	26'	26'	State	Entry to residence and mobile home court.
✓986+80	South	35'	26'	26'	State	Entry to mobile home court.
✓989+50	South	35'	16'	None (curb cut only)	State	Curb cut only - for future, none here now. Could adjust location.
✓991+30	South	35'	16'	16'	State	Re-establish present entry to old residence.
✓992+64	South	35'	26'	26'	State	Entry for commercial.
✓993+80	South	35'	16'	16'	State	Re-establish present entry to rental.
✓996+80	South	35'	16'	16'	State	Re-establish present entry to rental.
✓998	South		None			Access to County Road only.
✓1011	South		None			Access to private road owned by Poenie at Station ~~1012+55.~~ 1012 +38
✓1013	South		None			Access to private road owned by Poenie at Station ~~1012+55.~~ 1012 +38
✓1014+00	South	35'	16'	16'	State	Re-establishes present entry to residence.
✓1012+38	South	35'	32'	32'	State	Re-establishes private road. Residences being purchased by others.
✓1015+30	South	35'	16'	16'	State	Re-establishes present entry to residence.
✓1016+03	South	35'	32'	32'	State	Re-establishes private road entry to residences being purchased by others.

CURB CUT ACCESS REQUIREMENTS

NAME	STATION	SIDE	WIDTH	CURB CUT	SURFACE	CONST. BY	REMARKS
P. A. Lee	✓1016+53	South	35'	26'	26'	State	Re-establishes priv dences being purcha
Poenie & Gustav Myss	✓1020			None			Adequately served
S. P. & S. Railway 98-31-6	✓954+~~25~~ +50	North	For Const. only	16'	16'	State	To serve crossing
✓ " " "	✓958+40	North	"	16'	16'	State	To serve crossing Lincoln Co-op.
" " " "	✓973+75	North	"	16'	16'	State	To Serve crossing ducts (Friesen).
" " " "	✓986+80	North	"	16'	16'	State	To serve crossing home. Constructed
" " " "	✓991+20	North	"	16'	16'	State	To serve crossing residences.
" " " "	✓996+45	North	"	16'	16'	State	To serve crossing or 3 residences.

Approved: ______________________
~~Construction Engineer~~

Submitted: W. K. Charlesworth
Liaison Agent

Approved:✓ ______________________
Right of Way Engineer

Recommended: ______________________
Locating Engineer

Approved: ______________________
Assistant State Highway Engineer

Approved: Harold Wimer
Regional Engineer

APPROVED
Design Engr.

STATION	SIDE	WIDTH	CURB CUT	SURFACE	CONST. BY	REMARKS
1016+53	South	35'	26'	26'	State	Re-establishes private road entry to residences being purchased by others.
1020			None			Adequately served by county road.
954+~~25~~ +50	North	For Const. only	16'	16'	State	To serve crossing to B.P.A. lines.
958+40	North	"	16'	16'	State	To serve crossing to B.P.A. and Benton-Lincoln Co-op.
973+75	North	"	16'	16'	State	To Serve crossing to Indianola Wood Products (Friesen).
986+80	North	"	16'	16'	State	To serve crossing to Emma Johnson mobile home. Constructed across RR since map was made.
991+20	North	"	16'	16'	State	To serve crossing to Lott and Johnson residences.
996+45	North	"	16'	16'	State	To serve crossing to wrecking yard and 2 or 3 residences.

Submitted: N.K. Charlesworth
Liaison Agent

Recommended:
Locating Engineer

Approved: Harold Wimer
Regional Engineer

gineer

ngineer

Highway Engineer

ROVED

sign Engr.

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FEB 23 1971
FOR FILING

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February 22, 1971

Mr. Larry Williams
Executive Director
Oregon Environmental Council
1238 N. W. Glisan
Portland, Oregon 97209

Dear Mr. Williams:

Attached for your information is an environmental statement in the form of a negative declaration for the Sodaville Road-Vail Creek Section of the Santiam Highway.

This statement has been sent to the Federal Highway Administration for concurrence.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

cc: Tom Edwards
F. B. Klaboe
Frank L. Hall
W. H. Tebeau

[illegible]:ia

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 18, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Simpson:

Sodaville Road-Vail Creek Section
Santiam Highway

The following negative declaration is to accompany the Oregon State Highway Division's submittal of material in request for approval of the subject section of FAP Route 37.

The project is located in Linn County on the Santiam Highway (US20) approximately four miles easterly of Lebanon. It will be a four-lane facility, 1.46 miles in length, developed basically over the alignment of the existing two-lane roadway. The design will follow, in general, the concept of an adjoining recently constructed section having curbs and gutters, paved shoulders and a painted median divider between the opposing travel lanes.

This proposal is advanced as a means of expediting the flow of traffic through the area and reducing the potential for accidents that occur when traffic volumes limit the opportunity for passing. It is typical of the Highway Division's continuing policy of upgrading substandard facilities on a priority basis as funding becomes available.

The character of the community in which this development will take place is in a slow transitional stage from a rural agricultural and logging economy to a rural residential and commercial mix. Agricultural activity persists behind the suburban fringe but appears to be changing from field crops and pasture to orchards and row crops.

Traffic growth during the period 1960-1970 resulted in a 50 percent increase in vehicles and an accident rate substantially greater than other similar two-lane primary state highways. This is indicative of a facility that is operating beyond a safe capacity. With the suburban growth trend apt to increase, along with other travel-inducing factors such as leisure-time outdoor recreation, an improved roadway is considered vital to the community.

The requirements for right-of-way on the southerly edge of the project are minimal and all existing individual access features will be replaced with one exception. This latter is in respect to a tavern located at a road intersection that will be redesigned from an acute approach angle to a standard 90-degree connection. The resulting loss of frontal parking and access will be offset by development of a larger parking area and access from the connecting roadside.

The safety features of the foregoing are justifiable because of the speed and volume of highway traffic.

A railroad right-of-way borders the highway on the northerly side throughout the entire length of the project. In widening to four lanes, it will be necessary to encroach on the railroad property to accommodate the required side slopes and drainage. Agreements are being developed for this purpose.

None of the requirements for construction will impose large-scale adjustments to the existing living patterns of the community or to individual residents. The changes in drainage systems will, in general, have a beneficial effect. The existing side ditches will be reestablished where required and the surface runoff from the highway will be collected in catch basins and carried through a system of storm drains. At Vail Creek, both the existing box culvert and metal pipe will be extended for the wider roadway.

Construction work will be staged to maintain two lanes of traffic at reduced speed.

We have examined and evaluated the predictable environmental impacts, both positive and negative, and it is the considered opinion of the Oregon State Highway Division that the proposed construction will not have a significantly adverse effect on the community. The factors of safety and general transportation quality will be improved and the end product of a modern access-controlled highway section will aid in the orderly development of the area served.

Very truly yours,

R. L. Porter

R. L. Porter
State Highway Engineer

Endorsement to Oregon State Highway Division

Concur ______________ Date 3 MAR 1971
Division Engineer

7740

16

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1971

To: MEMO TO THE FILES

SUBJECT: Sodaville Road - Vail
Creek Section
Santiam Highway
Linn County

Estimates were made to determine possible saving by elimination of curbing between RR and relocated highway. Indicated savings by elimination of curb was about $28,000. Since this would also involve further enchroachment on the RR right of way with possible lengthy negotiation and resultant costs, it has been determined that curb sections should be used throughout as originally proposed.

FRANK L. HALL
Design Engineer

By
GEORGE C. WILLS
Chief Locating Engineer

GCW:jg
Attachment

Copy to Klaboe & Wimer

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Sodaville Road - Vail Creek Unit
Highway Santiam County Linn Prefix 22-1181
Length 1.5 Designer Draftsman Date 2-9-71
Signed Title

Grading & Drainage		$
Surfacing		$
Extra Work		
Temporary Protection	$	
and Direction of Traffic	10,000	
Flagging	10,000	
Seeding & Mulching 0.1 Acre	40	
Move Mail Boxes	700	
32 ea. + 3 allow. = 35 @ $20.00 = 700		
Total Extra Work		$
TOTAL		$
+ 20% Engineering and Contingencies		$
Structures		
	$	
Total Structures		$
Right of Way		$
Total Estimated Cost		$

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section [illegible]ville Rd.-Vail Creek Unit
Highway [illegible] County Linn Prefix 22-1481
Length 1.5 Designer Draftsman Date 2-8-71

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Clearing & Grubbing	Lump Sum	all	–	all		
2. Ditch Exc., Unclass.	cu. yd.				4^{00}	
3. General Exc., Unclass.	cu. yd.	1,500	150	1,650	1^{25}	2,063
4. Overhaul	yd. sta.	Included in		Item		
5. Finishing Roadbed & Slopes	Lump Sum	all	–	all	2,5[illegible]	~~2,500~~
6. Rounding Cutbanks	lin. ft.	Included in		Item		
7. Trench Exc., Unclass.	cu. yd.	500	50	550	3^{00}	1,650
8. Watering	M-gal				3^{00}	
9. Obliteration of Old						
Roadbed (Co. Rd.)	sq. yd.				0^{50}	
10. Stone Base, Plant Mix	ton	3,495	350	3,845	2^{50}	9,613
11. Lime Treated Subbase	sq. yd.				0^{15}	
12. Lime for Treated Subbase	ton				34[illegible]	
13. 3/4"-0 Base & Shoulders	ton	1,924	192	2,116	4^{00}	8,464
14. 3/4"-0 in Prime Coat	cu. yd.				6[illegible]	
15. Asphalt in Prime Coat	ton				55[illegible]	
16. Asphalt in Tack Coat	ton				10[illegible]	
17. Bituminous Base Mix	ton	1,147	115	1,262	6[illegible]	7,572
18. Asphalt in Bit. Base	ton	63	6	69	3[illegible]	2,415
19. Class "B" A/C	ton				6[illegible]	
20. Asphalt in A/C Mix	ton				35[illegible]	
21. 12" Culvert Pipe	lin. ft.				4[illegible]	
22. 18" Culvert Pipe	lin. ft.	50	5	55	5[illegible]	327
23. 21" Culvert Pipe	lin. ft.	10	–	10	8[illegible]	88

Total

O. GON STATE HIGHWAY DEPARTM NT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 3 Sheets

Section [illegible] Rd. - Vail Creek Unit
Highway [illegible] County Linn Prefix 82-1831
Length 4.5 Designer Draftsman Date [illegible]-3-71

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
34. 30" Culvert Pipe	lin. ft.	10	—	10	$10^{\underline{75}}$	108
35. [illegible] Culvert Pipe	lin. ft.	10	—	10	$50^{\underline{00}}$	500
36. [illegible] 27" ATCMP	lin. ft.	10	—	10	$15^{\underline{75}}$	158
37. 12" Storm Sewer Pipe	lin. ft.	-1135	114	1,249	$5^{\underline{00}}$	6,245
28. 15" Storm Sewer Pipe	lin. ft.				$6^{\underline{00}}$	
29. 18" Storm Sewer Pipe	lin. ft.	250	25	275	$8^{\underline{00}}$	2,200
30. 21" Storm Sewer Pipe	lin. ft.	250	25	275	$10^{\underline{50}}$	2,888
31. 24" Storm Sewer Pipe	lin. ft.	250	25	275	$12^{\underline{00}}$	3,300
32. 27" Storm Sewer Pipe	lin. ft.				$15^{\underline{00}}$	
33. 30" Storm Sewer Pipe	lin. ft.	250	25	275	$18^{\underline{75}}$	5,156
34. 33" Storm Sewer Pipe	lin. ft.	500	50	550	$23^{\underline{00}}$	12,650
35. Inlets Type G	each				$130^{\underline{00}}$	
36. Inlets Type G-2	each	19	2	21	$180^{\underline{00}}$	3,780
37. Inlets Type G-2 Modified	each	6	1	7	$250^{\underline{00}}$	1,750
38. Concrete Curbs, Type A	cu. yd.	420	40	460	$50^{\underline{00}}$	23,000
39. Ext. for A/C Approaches	each				$5^{\underline{00}}$	
40. Guide Posts W-1	each				$8^{\underline{00}}$	
41. Guide Posts Y-1	each				$2^{\underline{00}}$	
42. Guard Rail Type 1	lin. ft.	1000	100	1,100	$3^{\underline{00}}$	3,300
Vail Creek Box Culvert	Extension	Sta.		1023+85		
43. Reinforcing Steel	lb	5299	501	5800	[illegible]	[illegible]
44. Concrete Class "A"	cu. yd.	27	3	30	[illegible]	[illegible]
Extend Vail	Cr. Box $3,000±				$28,000	

Total ~~31,209~~

oregon district

Council of Governments

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

RECEIVED
FEB 4 - 1971
FOR FILING

February 2, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Linn-Benton Sub-District of the Oregon District 4 Council of Governments has completed a review of your agency's Notice of Intent to apply for federal funds to accomplish improvements to the Sodaville Road-Vale Creek section in Linn County. The Linn-Benton Sub-District at a meeting held on January 21, 1971, determined that the project is in accordance with area-wide planning and voted to approve the project.

The Executive Board at a meeting held on January 28, 1971, concurred with the action taken by the Linn-Benton Sub-District and approves the project.

We recommend favorable action by any agency processing your application.

Sincerely yours,

William R. Hagman

William R. Hagman
Executive Director

WRH:mlc

Young
2-4-71

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Toledo

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Linn County
Sweet Home
Lebanon
Albany

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

PHASE II RELOCATION STUDY JANUARY, 1971

This project is approximately 1.4 miles in length beginning at Station 947+00, easterly of Sodaville Road, and continuing easterly to Pineway Drive at Station 1020+90. This highway parallels the railroad for its entire length.

Right of way requirements are small and would not involve any improvements, but would require control of access.

The status of these ownerships are as follows:

1 - requirements purchase on previous project.

6 - Small easement areas and access required.

9 - Small fee purchase areas and access required.

11 - Control of access only required.

In addition to the above, an encroachment agreement will be required with the railroad. This will be negotiated by the Liaison Utility Department.

No housing or relocation will be required on this project as presently proposed.

A 9 month lead time requirement is estimated to appraise and purchase the required right of way and rights.

W.K. Charlesworth
W. K. CHARLESWORTH
Liaison Agent

February 10, 1971

SODAVILLE ROAD-VAIL CREEK SECTION
SANTIAM HIGHWAY
LINN COUNTY

During 1969, the traffic on ~~the above~~ this section of the Santiam Highway averaged 5,400 vehicles daily, with about 12 percent of the traffic being trucks. This daily average is usually exceeded on summer weekends and holidays as this highway is a recreational route. The traffic in 1990 is expected to average 10,600 vehicles daily. The computed capacity of the existing highway is 5,900 vehicles daily.

The westerly end of the proposed project is about one-quarter mile east of Sodaville Road, which point is also the easterly end of the four-lane section that was constructed in 1964. The easterly end of the proposed project is at Vail Creek. The length of the project is 1.46 miles.

The proposed facility will be a four-lane curbed highway with 72 feet between curbs. It is planned to stripe the proposed facility to provide a 4-foot median, four 12-foot travel lanes and 10-foot shoulders. However, if it is determined that cross traffic movements are such that left-turn refuges are considered necessary, the proposed facility could be striped to provide a 16-foot median, four 12-foot travel lanes and 4 feet between the edge of the travel lanes and the curbs. The 16-foot median area would be used for the left-turn refuge areas.

The proposed horizontal and vertical alignments will generally follow the alignment and grade of the existing highway.

The existing connections at Cascade Drive and the old Santiam Highway will be realigned to provide a safer approach to the proposed facility.

The proposed project will have limited access with most of the existing public and private approaches being connected to the proposed facility.

No families, businesses, farm operations or nonprofit organizations will be displaced by the proposed project.

Any seeding, mulching or landscaping necessary to improve the esthetics and protect the environment will be provided. Also, any lighting, signing or traffic protection devices that are deemed necessary to protect the motoring public will be included as a part of the proposed project.

Form E 49 35M

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Sodaville Road - Mill Creek Sect.
Santiam Highway
Linn County

PHYSICAL CHARACTERISTICS

LENGTH, MILES: Comparative						
LENGTH, MILES: Construction			1.[illegible]			
TOTAL CENTRAL ANGLE			[illegible]			
TOTAL NO. OF CURVES			1			
MAXIMUM CURVE			[illegible]15'			
NO. OF MAX. CURVES			1			
MAX. CENTRAL ANGLE, 1 CURVE			[illegible]			
MAXIMUM GRADE			0.69%			
LENGTH MAX. GRADE			[illegible]			
LENGTH 3% GRADE OR OVER			0			
TOTAL RISE & FALL			24'			
HIGHEST GRADE ELEVATION			464'			

COST SUMMARY

GRADING & PAVING						
STRUCTURES						
RIGHT OF WAY						
ESTIMATED CONSTR. COST						

RECEIVED
JAN 15 1971
[illegible]

STATE OF OREGON
1859

EXECUTIVE DEPARTMENT

7740

5 CAPITOL • • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR
Cleighton Penwell
~~EDWARD G. WESTERDAHL, II~~
Director

January 8, 1971

Klaboe

Mr. R. L. Porter
State Highway Engineer
Department of Transportation
129 Highway Building
Salem, Oregon 97310

SODAVILLE ROAD - VAIL CREEK SECTION

Your Notice of Intent has been referred to the appropriate State agencies for review. All have expressed approval of the proposal. There were no adverse comments.

We are pleased to add our approval.

A copy of this letter should accompany your application to the Federal agency. Comments of the appropriate local reviewing agency should also be included.

Cleighton Penwell
Cleighton Penwell

orig to Young
1-18-71

RECEIVED
JAN 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

12-2
Young's
Kla

MEMORANDUM

TO: Agency Addressed
FROM: Program Planning Division
SUBJECT: Notices of Intent to Apply for Federal Aid

The following is a listing of Notices of Intent received by the Federal A
tion Unit during the week ended December 25 , 1970.

Distribution of information relative to these projects has been made to t
state agencies for review. If your agency was not included in the distribution and
for a particular reason, to examine and comment on any of the proposals, please adv
Federal Aid Coordination Unit. Necessary information will be supplied as promptly
The request may be made in writing or by telephone.

12-25-70

Date Received	Applicant	Project Description	Location
12/18/70	U.S. Forest Service	White River Road No. 5408 (70.0499)	National Forest
12/18/70	U.S. Forest Service	Lee Tomas Road No. 3410 (70.0500)	National Forest
12/18/70	U.S.Forest Service	Wagner Gap Road No. 3926.1 (70.0501)	National Forest
12/18/70	U.S. Forest Service	Pudding Rock Road No. 2337 (70.0502)	National Forest
12/18/70	U.S. Forest Service	Mt. Butler Road No. 326 (70.0503)	National Forest
12/18/70	U.S. Forest Service	Ten Mile Road No. 1594 (70.0504)	National Forest
12/18/70	U.S. Forest Service	Big Creek Road No. 1691 (70.0505)	National Forest
12/18/70	U.S. Forest Service	Geiser Greenhorn Road No. 1009 (70.0506)	National Forest

DEC 30 1970

NOT
TO:

EXECUTIVE DEPARTMENT

CAPITOL BUILDING, SALEM, OREGON 97310

12-29-70

Young's

Kl[illegible]

Addressed
m Planning Division
s of Intent to Apply for Federal Aid

llowing is a listing of Notices of Intent received by the Federal Aid Coordina-
the week ended December 25 , 1970.

bution of information relative to these projects has been made to the appropriate
or review. If your agency was not included in the distribution and you desire,
reason, to examine and comment on any of the proposals, please advise the
lination Unit. Necessary information will be supplied as promptly as possible.
e made in writing or by telephone.

Applicant	Project Description	Location	Admin. Dist.
S. Forest Service	White River Road No. 5408 (70.0499)	National Forest	9
. Forest Service	Lee Tomas Road No. 3410 (70.0500)	National Forest	11
Forest Service	Wagner Gap Road No. 3926.1 (70.0501)	National Forest	8
S. Forest Service	Pudding Rock Road No. 2337 (70.0502)	National Forest	5
S. Forest Service	Mt. Butler Road No. 326 (70.0503)	National Forest	7
S. Forest Service	Ten Mile Road No. 1594 (70.0504)	National Forest	5
S. Forest Service	Big Creek Road No. 1691 (70.0505)	National Forest	5
S. Forest Service	Geiser Greenhorn Road No. 1009 (70.0506)	National Forest	13

NOTED
TOM EDWARDS

Date Received	Applicant	Project Description	Location
12/21/70	City of Winston	Comprehensive Planning (70.0507)	Winston
12/21/70	Port of Brookings	Boat Basin Development (70.0508)	Brookings
12/22/70	Highway Division	Sodaville Road - Vail Creek Section (70.0509)	Open Area
/22/70	Southwestern Oregon CAC, Inc.	Community Action Program (70.0510)	Coos Bay
12/23/70	Big Creek Water Control District	Watershed Improvement Project (70.0511)	Open Area

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STATE HIGH

cant	Project Description	Location	Admin. Dist.
f Winston	Comprehensive Planning (70.0507)	Winston	6
f Brookings	Boat Basin Development (70.0508)	Brookings	7
y Division	Sodaville Road - Vail Creek Section (70.0509)	Open Area	4
estern Oregon nc.	Community Action Program (70.0510)	Coos Bay	7
eek Water District	Watershed Improvement Project (70.0511)	Open Area	13

RECEIVED
DEC 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 18 1970
FOR FILING

7740

- Phone 378-6563

December 18, 1970

District 4 Council of Governments
360 S. W. Avery Avenue
Corvallis, Oregon 97330

Gentlemen:

Attached for your review and comments as District clearinghouse (re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the following federal-aid project.

Federal-Aid Primary	Sodaville Road-Vail Creek Section Santiam Highway Linn County

The estimated date of filing for federal-aid funds on this project is May 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Moehring
H. S. Cox
B. L. Gifford
R. N. Chase
H. C. Johnson
R. D. Asburry

RECEIVED
DEC 18 1970

FOR FILING

7740

Phone 378-6563

December 18, 1970

Executive Department
Federal Aid Coordination Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 4

Federal-Aid Primary	Sodaville Road-Vail Creek Section Santiam Highway Linn County

The estimated date of filing for federal-aid funds on this project is May 1, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

BLG:aw
Attachment

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D D. H. Moehring
H. S. Cox
B. L. Gifford
R. N. Chase
H. C. Johnson
R. D. Asburry

NOTICE OF INTENT - STATE AGENCIES

TO:
State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Sodaville Road-Vail Creek Section
Santiam Highway
Linn County
12/18/70 19

FROM: Applicant Agency State Highway Division .... Salem (Address)

Contact Person L. H. Young .... 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.......... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Four (4) City --

County Linn Special District(s) (if applicable) --

Other affected jurisdictions/agencies --

3. Federal Program

Common Program Name Federal Aid Primary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application..........

---

4. Estimated Project Cost

Federal Share $ 600,000
Loan......... Grant X
Local Applicant Share (--)
(if any) $ --

State Agency Share $ 400,000

Other (Specify) $ --

Total $ 1,000,000

Source of State Agency Share

General Fund $ --

Other Funds (specify) $ --

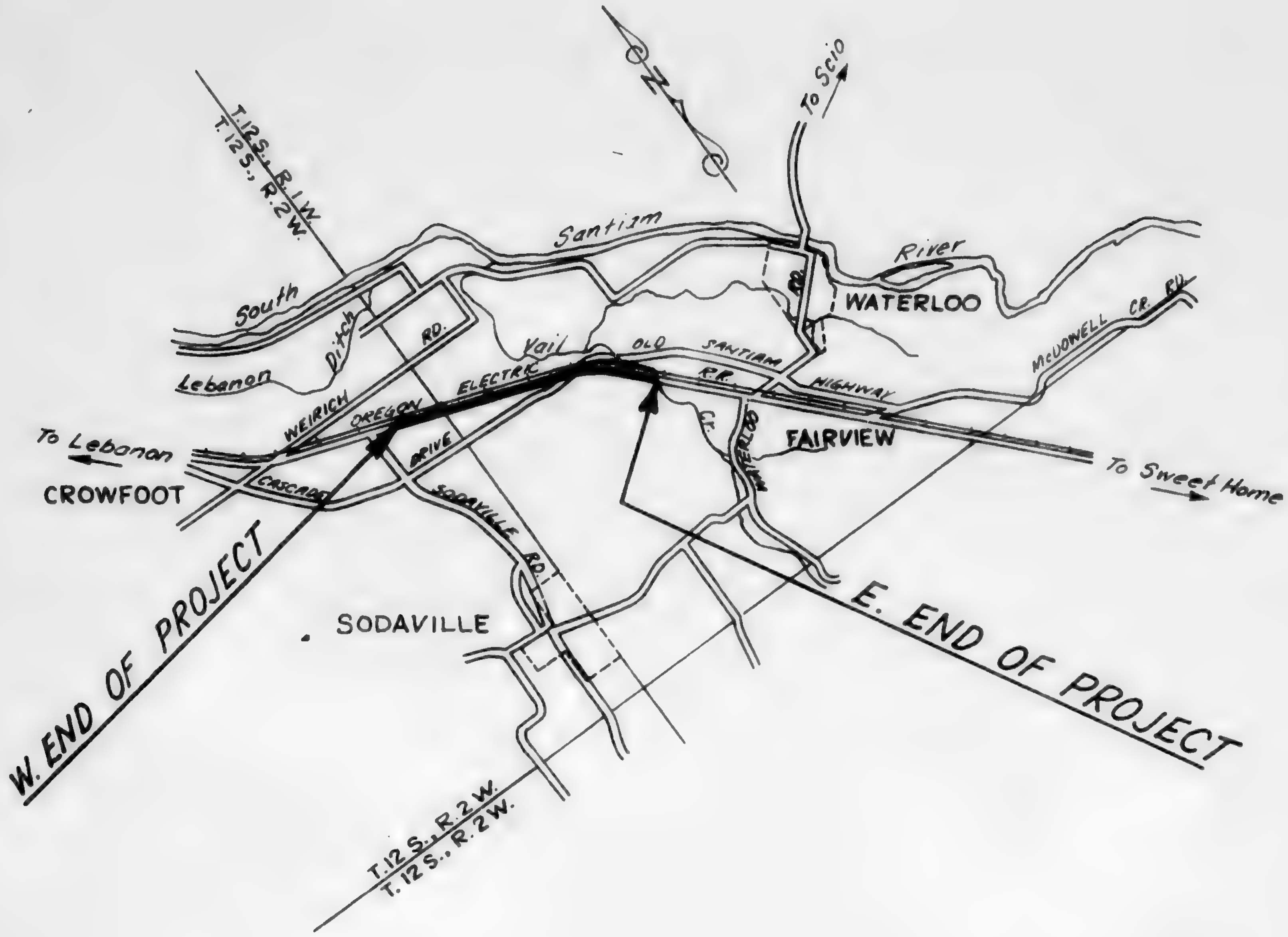
Indirect Cost Reimbursement

No X Yes .... $ .... (Approx)

Will Federal share change: No X

Yes, from ....% to ....%

When..........



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

SODAVILLE ROAD - VAIL CREEK SECTION

SANTIAM HIGHWAY

LINN COUNTY

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-4563

TO ALL INTERESTED FEDERAL AGENCIES

Gentlemen:

In accord with paragraph 5 of the Federal Highway Administration Policy and Procedure Memorandum 20-8, attached are Notices of Intent applications to apply for federal-aid assistance:

Federal Aid Primary	Sodaville Road-Vail Creek Section Santiam Highway Linn County

If your agency needs additional information or wishes to comment on these proposals, please advise the Program and Planning Section, State Highway Division, Salem, Oregon.

Very truly yours,

R. L. Porter
State Highway Engineer

By K. W. Ellison

for L. H. Young
Program and Planning Engineer

Attach.

U. S. Dept. of Agriculture, Soil Conservation Service, 1218 S. W. Washington, Portland
U. S. Dept. of Housing, Urban Development, 520 S. W. 6th St., Portland 97204
U. S. Dept. of Interior, Bureau of Outdoor Recreation, Regional Coordinator, 1002 N. E. Holladay, Portland, Oregon 97232
Federal Aviation Administration, Airport Branch FAA Bldg., Boeing Field, Seattle, Washington 98108
Bureau of Sports Fisheries & Wildlife, P. O. Box 3737, Portland, Oregon 97208
Corps of Engrs., Portland District, 2850 S. E. 82nd, Portland, Oregon 97206
Mr. Daniel F. Burroughs, Chief, Portland Field Offic, National Park Service
920 N. E. Seventh Avenue, Portland, Oregon 97232

cc: R. E. Simpson, FHWA
F. B. Klaboe ✓
R. N. Chase

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97301

December 15, 1970

SUBJECT: Hearing Publication Maps
Sodaville Road - Vail Creek Section
Santiam Highway
Linn County

To: Mr. H. S. Cox
County-City Engineer

BUILDING

Attention: D. N. Harwell

Enclosed are the corridor-design hearing maps for the subject section which has been approved by Messrs. Klaboe and Wolfe. The tentative target date for this hearing is February 11, 1971.

Please take steps to set up this hearing.

for L. H. Young
Program and Planning Engineer

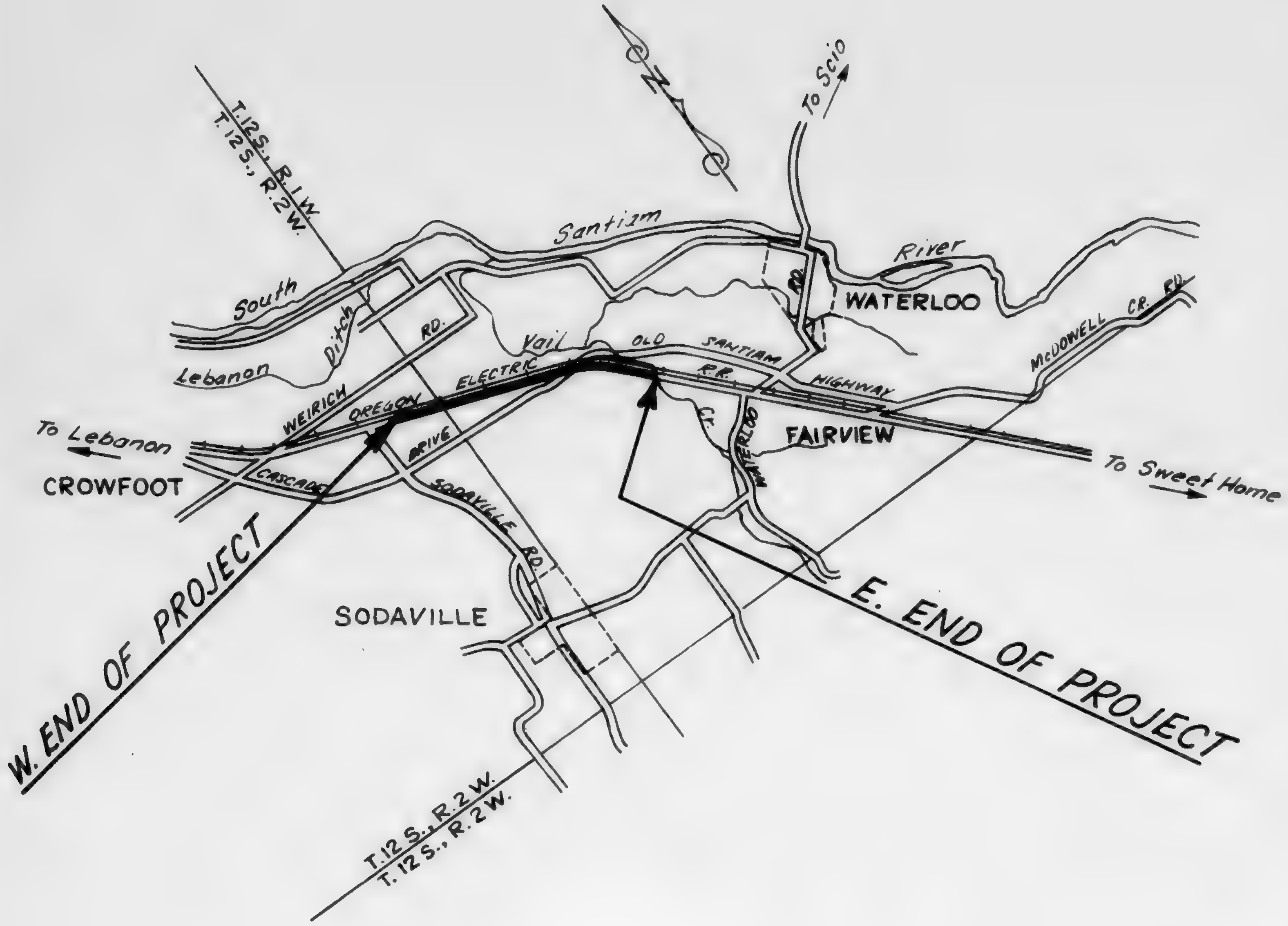
BLG:aw
Attach.

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
A. E. Johnson
D. H. Moehring
M. R. Mitchell
R. E. Royer
F. L. Hall
W. H. Tebeau
D. E. Keyes
R. N. Chase
J. J. Earley (25 maps)

Hall
A. Olson

RECEIVED
DEC 15 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

SODAVILLE ROAD – VAIL CREEK SECTION

SANTIAM HIGHWAY

LINN COUNTY

7741 S.E. 17th & Powell Blvd. Sec. of 1973
the Mt. Hood Hwy. in Portland
(Grad.,pav.,struct.,sign.,illum.) #5

[redacted]

C&A 4359 9-2-71
11-10-71

RR 691 9-22-67
5-5-70
3-3-72

Form 81-734-1065

Date August 9, 1977

Invoice No.

P.O. No.

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Portland
400 S.W. Sixth Ave.
Portland, OR 97204

Attn: Wayne J. Oberding

This Space for Use of Accounting

Re: S.E. 17th Avenue at S.E. Powell Blvd.
Federal Aid Topics Project T-5025(18)

Balance Due City of Portland per attached summary	$ 410,953.65

Gr.1 (49)
26-0608-282N
FORCE ON

Vernon E. Skoog,
Controller

JK:mm

Form 81-734-1063

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

This Space for Use of Accounting

Date August 9, 1977

Invoice No.

P.O. No.

Southern Pacific Transportation Co.
Mr. J.A. Holmes, Assistant Chief Engineer
One Market Street
San Francisco, CA 94105
Attn: Mr. Pete Jensen, Room 1004

Re: S.E. 17th Avenue at S.E. Powell Blvd.
Federal Aid Topics Project T-5025(18)
Portland, Oregon
RR File 911700/311, GMO-72773, Project 0-0-69-25

Balance Due Southern Pacific
Transportation Co. per attached summary -------------------------- $26,908.22

9999-323.00 (89)

Vernon E. Skoog,
Controller

JK:mm

S.E. 17th Avenue at S.E. Powell Blvd.
Summary of Final Costs
FAP No. T-5025(18) Prefix 26-0608

Description of Work	Work Paid For By	Final Costs
Preliminary Engineering	State	127,977.56
Right of Way(Proj.1823)	City(1)	1,141,884.61
Property Tax Prorata Adj.(See Att.Audit)	City(1)	(524.76)
Brooklyn Turnaround(Proj.1950)	City(1)	17,309.74
Overpass/S.E. 14th & SPRR(Proj. 1982)	City(1)	9,892.63
Overpass/S.E. Brooklyn St.(Proj. 2511)	City(1)	134,369.43
SPTC RR Costs	SPTC(3)	9,776.30
Sales of Surplus Land & Misc. Income	City(1)	(206,440.00)
Indirect Cost Allocation	City(1)	10,202.21
Construction (Contract 7741):		
Contract Payments	State	2,813,161.70
SPTC RR Prot.Costs	SPTC(2)	26,070.15
SPTC RR Other Costs	SPTC(2)	148,590.97
Adj. Water Facilities	State	30,639.35
Striping	State	3,430.78
Adj.Signals	State	403.67
Expansion Joint Sealer	State	375.27
Construction Engineering	State	398,141.65
Audit Expense	State	1,863.98
Equal Opportunity Program Expense	State	95.40
FINAL GRAND TOTAL----------------------------------		4,667,220.64

SHARES BASED ON FINAL COSTS

	State	City	SPTC
Share 1/3 Each	1,555,740.22	1,555,740.21	1,555,740.21
Less: FA Topics Funds	(600,000.00)	(860,000.00)	
Work by City		(1,106,693.86)	
Work by SPTC			(184,437.42)
Payments by SPTC			(1,398,211.01)
	955,740.22	(410,953.65)	(26,908.22)

(1) Att.1-City of Portland Audit -- $1,966,693.86 less $860,000.00 Topics Fund
(2) Att.2-SPTC Audit - $174,661.12
(3) Att.3-SPTC Audit - $ 9,776.30

STATE OF OREG
HIGHWAY DIVISION
Accounting Section

INTERC ICE MEMO

TO: Vernon E. Skoog
Controller

DATE: July 25, 1977

FROM: Gene Hickam Gene Hickam
Utility Auditor

SUBJECT: Audit Report
Portland Department of Public Works
S.E. 17th Avenue @ S.E. Powell Blvd.
Portland, OR
FAP # EPS-T-5025(18)

The Federal Highway Administration approved preliminary engineering on December 22, 1971 and construction on April 24, 1972. First costs were incurred in July 1970, construction commenced in July 1972 and was completed in June 1977. Records were examined in Portland, Oregon on July 14 and 15, 1977.

Mr. Joe Akagi, the Chief Clerk at the Department of Public Works assisted me by furnishing two General Ledgers, complete with work order files, ORDNANCE sheets, material requisitions, vendor invoices, payroll records, overhead costs, equipment records, and cancelled checks. The accounting system changed on July 1, 1973. Thus, the basis for two general ledgers.

The project accounting records and fiscal controls related to the records were excellent.

Scope of Audit

The costs recorded in the general ledgers were verified to source documents outlined above.

Conclusion

All costs are in accord with FHPM 1-4-4 except; PE which occurred prior to FHWA approval and an error on pro-rating property taxes.

Recommendation

This bill can be presented to FHWA as eligible for federal participation as follows:

Total Bill Submitted for payment	$1,967,218.62
Less: Tax Pro-Rata on Cavanaugh property	(524.76)
Total Audited costs	$1,966,693.86
Less: PE prior to 12-22-71	(1,880.18) *
Total participating	$1,964,813.68

GH:mm

*Applies to Federal Participation only. Frank R Huff

Att. 1

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: Vernon E. Skoog
Controller

DATE: November 22, 1976

FROM: Gene Hickam Gene Hickam
Utility Auditor

SUBJECT: Audit Report
Southern Pacific Transportation Co.
S.E. 17th AVE @ S.E. Powell Blvd.
Portland, Oregon
FAP # EPS-T-5025(18)

FHWA approved prelimminary engineering on December 22, 1971 and construction on April 24, 1972. First costs were incurred in January, 1970, construction commenced in July 1972 and was completed in September 1976. Records were examined in the company office in San Francisco, California on October 8, 1976.

Scope of Audit

The work order file was examined in detail. Other source documents were verified in accordance with acceptable audit procedures.

Conclusion

All costs are ordinary, necessary, reasonable and in accord with FHPM 1-4-3, except:

(1) Preliminary engineering prior to FHWA approval in the amount of $3,122.99.

(2) Labor and labor additives in the amount of $7,889.45 were disallowed. (see attachment A).

(3) Equipment rates were in error on the progress bills. After notifying Southern Pacific of the errors, the final bill reflected the corrections.

The audited bill of $174,661.12 less non-qualifying preliminary Engineering of $3,122.99* is $171,538.13.

APPROVED.
V.E. Skoog
[illegible]
Oregon [illegible] Division

Attachment

GEH:mm

*Applies to Federal Participation only.

Att. 2

81-125-1387

- 0 -

CITY OF PORTLAND
400 S.W. SIXTH AVENUE
PORTLAND, OREGON
97204

BILL AUDIT NO -
MONTHS ACCOUNT-
ACCTG DEPT NO-
DATE MADE -
SA-136186

TO THE SOUTHERN PACIFIC TRANSPORTATION CO., DR.

30-3

FOR COSTS INCURRED ACCOUNT OF CONSTRUCTION OF 16 TH & BROOKLYN PEDESTRIAN OVERHEAD CROSSING PER AGREEMENT NO.136186, DATED FEB.7, 1972, & NO.134625, DATED MAR.17, 1970 BETWEEN STATE OF OREGON AND THE SOUTHERN PACIFIC TRANSPORTATION COMPANY. GMO 72773.

FINAL BILL

FINAL BILL PER STATEMENT ATTACHED 9776.30
DATE FIRST WORK PERFORMED JUL 1976
DATE LAST WORK PERFORMED APR 1977

THE RECORDS SUPPORTING THE CHARGES IN THIS BILL ARE LOCATED IN THE OFFICE OF MANAGER OF DISBURSEMENTS ACCOUNTING, SAN FRANCISCO, CALIFORNIA

SUMMARY

1-PRE-ENGINEERING	1885.22
2-COMMUNICATIONS	1902.10
3-ENGINEER INSPECTOR	5644.80
4-ACCOUNTING & BILLING	344.18
TOTAL BILL	9776.30

A desk audit has been performed on the above costs in accord with state Policy & Procedure.

Gene Hickam
Utility Auditor

☒ APPROVED
☐ APPROVED AS NOTED
☐ ____________
DATE 6/21/77
BY
CITY OF PORTLAND, OREGON
BRIDGES AND STRUCTURES DIVISION

Att. 3

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 20,1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Re: Donald M. Drake
Contracts: 7866, 7741, 7937, 8338

We received your safekeeping receipt 208017, covering certificate #265368, $201,000. This replaces matured certificate #265053, $622,000.

This transaction results in a $21,000 decrease on contract 7866, a $395,000 decrease on contract 7937, a $5,000 decrease on contract 7741, and no change on contract 8338.

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

By ____________________
Janice H. Peterson
Contract Payments Executive

Enclosure

cc: Donald M. Drake

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

US BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

October 11, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #208017 covering $201,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $185,000.00 on Contract #7937, $16,000.00 on Contract 8338.

This C/D partially renews Safekeeping Receipt #207762 in the amount of $622,000.00 which matured on 10/11/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea

Enc

cc: Donald M. Drake Company
Attn: Donald Kane

RECEIVED

[illegible]

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208017

DATE 10/11/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Donald M. Drake Company
1740 S.W. Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$201,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5% Dated 10/11/76 Due 11/11/76 Interest At Maturity Cert # 00 265368 @ $201,000.00 N/O Donald M. Drake Co. & State of Oregon CUSIP "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

8-2489 4/75 SNV. 31-329 HEAD OFFICE PORTLAND

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Final Voucher

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 10-7-76

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* **Treasurer of the State of Oregon**

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: **Oregon**

FEDERAL AID PROJECT NO.: **T-9025(18)** PORTLAND

VOUCHER PERIOD: FROM **4-11-72** TO **10-7-76**

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$3,249,070.37	$3,111,016.41	46.93%	$1,460,000.00	$1,460,000.00	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$ 0.00

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. 17th and Powell Boulevard Section					
	Multnomah County					
	Construction					
	Type Code 6203					
	Roadway (Sta.101+10 to Sta.122+15)(Contr. #7741)					
	Final Contract Payment Summary	Lump Sum			$1,981,887.80	
SFO	#1 Work by City of Portland (Water)	All Required			30,639.35	
SFO	#4 Temporary & Permanent Striping	All Required			3,336.29	
SFO	#5 City of Portland Traffic Signals	All Required			403.67	
	Subtotal				$2,016,267.11	
	Type Code X681					
	Bridge No. 9917 (Sta.112+14.44)(Length 120 ft. 4 in.)					
	Final Contract Payment Summary	Lump Sum			$ 495,788.33	
	Subtotal				$ 495,788.33	
	Type Code X721					
	Bridge No. 9938(Sta.111+36.40)(Length 132 ft.)					
	Final Contract Payment Summary	Lump Sum			$ 314,505.67	
SFO	#6 Install Expansion Joint Sealer	All Required			375.27	
	Subtotal				$ 314,880.94	
	Total Construction Cost				$2,826,936.38	
	Construction Engineering					
	State	All Required			$ 282,385.65	
	Roadway 200,493.81					
	Br.No.9917 50,829.42					
	Br.No.9938 31,062.42					
	Total Construction Engineering Cost				$ 282,385.65	
	Miscellaneous Project Costs					
	Utility Audit Expense	All Required			$ 1,598.98	
	Equal Opportunity Program Expense	All Required			95.40	
	Roadway 1,694.38					
	Total Miscellaneous Project Costs				$ 1,694.38	
	Total Participating Cost				$3,111,016.41	
	Nonparticipating Items					
	Final Contract Payment Summary	Lump Sum			$ 30,050.05	
SFO	#2 RR.costs chargable to Contractor	All Required			(9,070.15)	
SFO	#4 Temporary & Permanent Striping	All Required			94.49	
	Construction Engineering	All Required			116,833.82	
	Utility Audit Expense	All Required			145.75	
	Roadway 91,178.87					
	Br.No.9917 30,713.79					
	Br.No.9938 16,161.30					
	Total Nonparticipating Cost				$ 138,053.96	
	Total Cost				$3,249,070.37	
	Prepared based on costs shown on Federal Billing as of 5-19-77					
	AMOUNT CARRIED FOR D ..					

FORM PR-20A (6-71)

GPO 914-021

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR	PAYEE [illegible] M. Drake Co. [illegible] S.W. [illegible] St. Portland, Or 97[illegible]	VOUCHER DATE [illegible]/1[illegible]/76	TOTAL AMOUNT $ [illegible],3[illegible]4.14

WARRANT NUMBER	CONTRACT NO. 7741	ESTIMATE NO 42F	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
	PERIOD COVERED to 7/11/75		
	APPROVED		This final claim has been authorized in the above amount.
	DESIGNATED AUTHORITY		(DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I, ______________________________ certify that I am ______________________

______________________________ that I have knowledge of the within described and attached claim
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

Mailed 8/[illegible]

____
(Signature)

FORM 81-734-1020

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY MULTNOMAH	CONTRACT NO. 77-1	ESTIMATE NO. [illegible]	PREFIX NO'S.
HIGHWAY [illegible]	FEDERAL AID PROJECT NO. [illegible]		
SECTION SE 17TH & POWELL BLVD			

FORM 81-734-1020

NO	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
201	IP [illegible] PROTECTION AND DIRECT TRAFFIC	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	IP [illegible]	LUMP SUM	267144.0000	100.00	[illegible]	A [illegible]	
[illegible]	IP [illegible]	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	IP REMOVAL OF STRUCTURES & OBSTRUCTIONS	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	IP GENERAL EXCAVATION	CU YDS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP TRENCH EXCAVATION	CU YDS	[illegible]	[illegible]	[illegible]	A [illegible]	
207	IP FINISHING ROADBED AND SLOPES	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	IP [illegible] TOPSOIL	CU YDS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] SUPPLY	LUMP SUM	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] BALLAST	TONS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] MIXTURE	TONS	[illegible]	[illegible]	[illegible]	A [illegible]	[illegible]
[illegible]	IP [illegible] BASE MIXTURE	TONS	[illegible]	[illegible]	[illegible]	A [illegible]	[illegible]
[illegible]	IP [illegible] ASPHALT CONCRETE MIXTURE	TONS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] MIXTURE	TONS	[illegible]	477.000	[illegible]	A [illegible]	
[illegible]	[illegible]	TONS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] BACKFILL	CU YDS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible]	LIN FT	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] PIPE	LIN FT	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] STORM SEWER PIPE	LIN FT	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] STORM SEWER PIPE	LIN FT	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] STORM SEWER PIPE	LIN FT	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] SANITARY SEWER PIPE	LIN FT	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] PIPE	LIN FT	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP CLASS [illegible] CONCRETE IN [illegible] SEWER	CU YDS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] STEEL IN SEWERS	LBS	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] MANHOLES	[illegible]	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP [illegible] MANHOLE STA 110+7[illegible]	[illegible]	[illegible]	1.000	[illegible]	A [illegible]	
[illegible]	IP CONCRETE INLETS TYPE [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP CONCRETE INLET TYPE [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	IP CONCRETE INLET TYPE [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	A [illegible]	

DATE [illegible] EST. 31 77-1	TOTAL CONTRACT ITEMS	Partic "A"	$931,544 71	
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS			
CHECKED BY:	FORCE ACCOUNT			
ENGINEER OR AUDITOR	TOTAL PAYMENTS			

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FM 81-734-1020

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	7761
ESTIMATE NO.	4
FEDERAL AID PROJECT NO.	
PREFIX NO'S.	

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible]	1P [illegible] PIPE	LIN FT	6.1500	576.000	[illegible]	A [illegible]	
[illegible]	1P [illegible] PIPE	LIN FT	3.3000	3,145.000	10380.40	A [illegible]	
[illegible]	1P [illegible] FILTER MATERIAL IN DRAINS	CU YDS	10.2200	347.400	3551.47	A 3551.47	
[illegible]	1P [illegible] RAIL TYPE 1A	LIN FT	9.5000	66.500	636.75	A 636.75	
[illegible]	1P [illegible] CHAIN LINK FENCE	LIN FT	5.4100	694.000	3002.14	A 3002.14	
[illegible]	1P CONCRETE WALKS AND SURF- ACING PA 22	SQ YDS	5.4000	4,700.400	25425.30	A 25425.30	
[illegible]	1P CONCRETE [illegible] STAIRS	SQ YDS	7.5000	611.400	4561.30	A [illegible]	
[illegible]	1P [illegible] D, 22	[illegible]	54.0000	[illegible]	7312.29	A [illegible]	
[illegible]	1P [illegible]	CU YDS	54.0000	15.000	1030.24	A [illegible]	
[illegible]	1P EXTRA [illegible] WALKS	SQ YDS	3.0000	1,533.000	4601.40	A 4601.40	
[illegible]	1P [illegible] CURBS	LIN FT	.4500	5,593.000	5122.09	A [illegible]	
[illegible]	1P [illegible] HANDLES	ONLY	120.0000	13.000	1014.00	A [illegible]	
[illegible]	1P [illegible] PANELS	ONLY	119.0000	1.000	119.00	A [illegible]	
[illegible]	1P [illegible] ETC	LUMP SUM	19000.0000	100.000	19000.00	A 19000.00	
[illegible]	1P STRUCTURAL [illegible]	CU YDS	2.1500	15,475.916	32011.05	A [illegible]	
[illegible]	1P [illegible] ELEVATION	[illegible] YD	[illegible]	11.000	[illegible]	A [illegible]	
[illegible]	1P [illegible] BACKFILL	CU YDS	5.2500	7,362.000	[illegible].11	A "N" [illegible]	
[illegible]	1P [illegible] STEEL PILING	LIN FT	3.5700	2,107.000	[illegible].21	A [illegible]	
[illegible]	1P [illegible] STEEL PILING	LIN FT	3.5700	3,777.700	[illegible]	A [illegible]	
[illegible]	1P DRIVE STEEL PILES	ONLY	85.0000	165.000	14532.00	A [illegible]	
[illegible]	1P CLASS A CONCRETE	CU YDS	67.0000	3,771.000	[illegible]	A [illegible]	
[illegible]	1P REINFORCEMENT [illegible]	LBS	.1000	[illegible]	[illegible]	[illegible]	
[illegible]	1P [illegible] ETC	LUMP SUM	[illegible]	100.000	[illegible]	B [illegible]	
[illegible]	1P [illegible]	CU YDS	[illegible]	[illegible]	[illegible]	B [illegible]	
[illegible]	1P [illegible] BACKFILL	CU YDS	5.2510	573.44	[illegible].17	B [illegible]	
[illegible]	1P [illegible] STEEL PILING	LIN FT	4.8400	2,001.000	[illegible]	B "N" [illegible]	
[illegible]	1P [illegible] STEEL PILING	LIN FT	4.0400	3,500.400	[illegible]	B [illegible]	
[illegible]	1P DRIVE STEEL PILES	ONLY	47.2500	107.000	[illegible]	B [illegible]	
[illegible]	1P CLASS A CONCRETE	LUMP SUM	143000.0000	100.000	[illegible]	B [illegible]	
[illegible]	1P [illegible] PRESTRESSED GIRDERS	ONLY	[illegible]	12.000	[illegible]	B [illegible]	
[illegible]	1P [illegible] PRESTRESSED SLAB BEAMS	ONLY	[illegible]	[illegible]	[illegible]	B [illegible]	

DATE 6 16 75 [illegible] 7761	TOTAL CONTRACT ITEMS	Partic A	$848,619.91	Page Total $1,244,549.74
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	Part. c B	375,183.92	
CHECKED BY:	FORCE ACCOUNT	N.P A	7,505.21	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	N.P B	13,240.70	

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

[illegible] 81-734-1028

COUNTY	CONTRACT NO. 1741	ESTIMATE NO. 42	PREFIX NO'S.
HIGHWAY	FEDERAL AID PROJECT NO.		
SECTION			

	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible]	1P [illegible]		LUMP SUM	35000.0000	100.000	35000.00	B 35000.00	
[illegible]	1P WATERPROOFING RAILROAD	[illegible]	SQ YDS	75.0000	1,040.280	78021.00	B 78021.00	
[illegible]	1P SHORING CRIBBING ETC		LUMP SUM	24000.0000	100.000	24000.00	C 24000.00	
[illegible]	1P STRUCTURE EXCAVATION	PA C	CU YDS	2.0700	3,225.090	6675.94	C 6675.94	
[illegible]	1P STRUCTURE EXC BELOW	ELEVATION [illegible]	CU YDS	2.3000	33.630	77.35	C 77.35	
[illegible]	1P SPECIAL WALL BACKFILL		CU YDS	5.5500	1,0[illegible].[illegible]00	5707.67	C 5707.67	
[illegible]	1P FURNISH HP 10X42 STEEL	PILING	LIN FT	3.5700	2,035.400	7266.38	C "N" 7266.38	
[illegible]	1P FURNISH HP [illegible] STEEL	PILING	LIN FT	3.[illegible]	2,79[illegible].[illegible]	9976.72	C 9976.72	
[illegible]	1P DRIVE STEEL PILES	PA [illegible]	ONLY	86.0000	142.000	12212.00	C 12212.00	
[illegible]	1P SPLICE STEEL PILING	PA B	ONLY	37.5000	4.000	150.00	C 150.00	
[illegible]	1P CLASS A CONCRETE	PA A	LUMP SUM	213503.0000	100.000	213503.00	C 213503.00	
[illegible]	1P REINFORCE STL	PA A	LUMP SUM	3[illegible]300.0000	100.000	3[illegible]300.00	C 3[illegible]300.00	
[illegible]	1P 3/4-INCH [illegible]	CONDUIT	LIN FT	1.[illegible]	457.900	80[illegible].[illegible]2	C [illegible]	
[illegible]	1P DRAINAGE PUMPING SYSTEM		LUMP SUM	25307.0000	100.000	25307.00	A 25307.00	
[illegible]	1P REMOVAL OF EXISTING SIGN	INSTALLATIONS	LUMP SUM	100.0000	100.000	100.00	A 100.00	
[illegible]	1P [illegible] POSTS		LUMP SUM	1[illegible].0000	100.000	1[illegible].00	A [illegible]	
[illegible]	1P SIGN SUPPORT FOOTINGS		LUMP SUM	12705.0000	100.000	12705.00	A 12705.00	
[illegible]	1P CANTILEVER SIGN STR 00 FTW 11TH AVE		LUMP SUM	3470.0000	100.000	3470.00	A 3470.00	
[illegible]	1P CANTILEVER SIGN STRUCTURESTA 104+00 RT		LUMP SUM	3465.0000	100.000	3465.00	A 3465.00	
[illegible]	1P CANTILEVER SIGN STRUCTURESTA 120+75 LT		LUMP SUM	3475.0000	100.000	3475.00	A 3475.00	
[illegible]	1P CANTILEVER SIGN STR 50 FTE 23RD AVE		LUMP SUM	3475.0000	100.000	3475.00	A 3475.00	
[illegible]	1P SIGN [illegible] SIGN SUPPORT		LUMP SUM	755.0000	100.000	755.00	A 755.00	
[illegible]	1P PIPE SPREADERS FOR [illegible]		LUMP SUM	375.0000	100.000	375.00	A 375.00	
[illegible]	1P TYPE [illegible] SIGNS IN PLACE		SQ FT	[illegible]	2[illegible].500	2317.13	A 2317.13	
[illegible]	1P TYPE C D AND E SIGNS	IN PLACE	SQ FT	4.0000	183.[illegible]	733.[illegible]	A 733.[illegible]	
[illegible]	1P TYPE E SIGNS IN PLACE		SQ FT	5.0000	88.700	443.50	A 443.50	
[illegible]	1P SIGN ILLUMINATION	EQUIPMENT	LUMP SUM	5901.0000	100.000	5901.00	A 5901.00	
[illegible]	1P THERMOPLASTIC PAVEMENT	ARROWS	ONLY	100.0000	2.000	200.00	A 200.00	
[illegible]	1P ROADWAY LIGHTING POLES	AND FOUNDATION	LUMP SUM	20452.0000	100.000	20452.00	A 20452.00	
[illegible]	1P LUMINAIRES AND BALLASTS		LUMP SUM	67[illegible].0000	100.000	67[illegible].00	A 67[illegible].00	
[illegible]	1P FLUORESCENT LUMINAIRES	AND BALLASTS	LUMP SUM	5902.0000	100.000	5902.00	A 5902.00	

DATE [illegible] 14 76 FO. 63 1741	TOTAL CONTRACT ITEMS	Particip A	$ 103,936.13	Page Total $ 539,932.01
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	Particip B	116,821.00	
CHECKED BY:	FORCE ACCOUNT	Particip C	311,908.50	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	N.P C	7,266.38	

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

COUNTY	
HIGHWAY	
SECTION	
CONTRACT NO.	7741
ESTIMATE NO.	42
FEDERAL AID PROJECT NO.	
PREFIX NO'S.	

81-734-1620

	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
[illegible]	[illegible] SWITCHING CONDUIT WIRING LAMPS ETC		LUMP SUM	27883.0000	100.000	27883.00	A [illegible]	
	PRICE ADJUSTMENT ITEMS							
[illegible]	[illegible]		LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible] 1 1/2-3 IN		TON	[illegible]	[illegible]	3724.09	A [illegible]	
[illegible]	[illegible] TEMP LIGHT	POLE	LUMP SUM	242.2100	100.000	242.21	A 242.21	
[illegible]	[illegible]		LUMP SUM	497.7500	100.000	497.75	A 497.75	
[illegible]	[illegible]	FOOTING [illegible]	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible] CONDUIT		LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible] PILING	SOLD TO [illegible]	LIN FT	1.2000-	[illegible]	[illegible]	B "N" [illegible]	
[illegible]	[illegible] PILING	SOLD TO CONTR	LIN FT	1.0000-	[illegible]	[illegible]	C "N" [illegible]	
[illegible]	[illegible] FOOTING	REVISION	LUMP SUM	400.0000	100.000	400.00	C [illegible]	
[illegible]	[illegible]	81 75	CU YD	132.1700	[illegible]	[illegible]	C [illegible]	
[illegible]	[illegible] ENCASEMENT	81 76	[illegible]	.1500	[illegible]	[illegible]	C [illegible]	
[illegible]	[illegible]		LUMP SUM	[illegible]	100.000	[illegible]	C [illegible]	
[illegible]	[illegible]	ENCASEMENT	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible]		LUMP SUM	[illegible]	100.000	[illegible]	C [illegible]	
[illegible]	[illegible]	REVISION	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible] TIRE &	SIGN	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible]	WHEELER RAMPS	LUMP SUM	2112.0000	100.000	2112.00	A [illegible]	
[illegible]	[illegible]	WHEELER RAMPS	SQ YD	[illegible]	[illegible]	[illegible]	A [illegible]	
[illegible]	[illegible]	[illegible] SEWER [illegible]	LUMP SUM	517.0000	100.000	517.00	A 517.00	
[illegible]	[illegible] WALL	SHORING & [illegible]	LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible]		LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible]		LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible]		LUMP SUM	[illegible]	100.000	[illegible]	A [illegible]	
[illegible]	[illegible] SEWER PIPE		LUMP SUM	[illegible]	100.000	557.79	A 557.79	
[illegible]	[illegible]	ADJUSTMENT	LUMP SUM	1025.0000	100.000	1025.00	A 1025.00	
[illegible]	[illegible]	ASPHALT COMP	LUMP SUM	[illegible]	100.000	[illegible]	A	[illegible]
[illegible]	[illegible] CONTRACTOR CLAIM	EPOXY PLACING	LUMP SUM	7700.0000	100.000	7700.00	A "N"	7700.00

DATE [illegible] 7741			Particip		N. P		
	TOTAL CONTRACT ITEMS	A	$ 61,273.26	A	$ 7,700.00		
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	B	—	B	(3,557.00)		
CHECKED BY:	FORCE ACCOUNT	C	2,597.17	C	(3756.80)	Page [illegible]	
ENGINEER OR AUDITOR	TOTAL PAYMENTS ⟶		$ 63,870.43		$ 186.20	$ 64,056.63	

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

OR 4 81-734-1026

COUNTY	CONTRACT NO. 1741	ESTIMATE NO. 42	PREFIX NO'S.	
HIGHWAY	FEDERAL AID PROJECT NO.			
SECTION				

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	ADJUSTMENT ITEMS							
[illegible]	P LIQUIDATED DAMAGES		DAY	300.0000-	270.000	81000.00-	81000.00-	
[illegible]	P LIQ DAM TIME EXT	3-27-73	DAY	300.0000	25.000	7500.00	7500.00	
[illegible]	P LIQ DAM TIME EXT	11-7-73	DAY	300.0000	35.000	10500.00	10500.00	
[illegible]	P LIQ DAM TIME EXT	1-[illegible]-76	DAY	300.0000	170.000	51000.00	51000.00	
[illegible]	P LIQ DAM TIME EXT	[illegible]-76	DAY	300.0000	40.000	12000.00	202	12000.00
[illegible]	P [illegible] COSTS CHARGED TO CONTRACTOR					9070.15-	12000.00-	[illegible]
[illegible]	IP AUDIT PAINTED [illegible]	POSTS [illegible]	[illegible]	[illegible]	.032	71.49	A 71.49	
	FORCE ACCOUNT ITEMS							
[illegible]	IP FLAGGING	94001				6892.34	A 6892.34	
[illegible]	IP SLOPE [illegible]					376.70	A [illegible]	
[illegible]	IP [illegible]					[illegible]	A [illegible]	
[illegible]	IP [illegible]	[illegible]7				[illegible]	A [illegible]	
[illegible]	IP TEMP [illegible] CONTROL	[illegible]				[illegible]	A [illegible]	
[illegible]	IP [illegible]					[illegible]	A [illegible]	
[illegible]	IP [illegible]					[illegible]	A [illegible]	
[illegible]	IP [illegible]					[illegible]	B [illegible]	
[illegible]	IP [illegible]					[illegible]	A [illegible]	
[illegible]	IP [illegible]	STA				[illegible]	B [illegible]	
[illegible]	IP [illegible]					[illegible]	A [illegible]	
[illegible]	IP [illegible]	[illegible]				[illegible]	A "N" [illegible]	
[illegible]	I [illegible]	[illegible]				[illegible]	A "N" [illegible]	
[illegible]	IP RESTORE FENCE ON [illegible]	PROPERTY				[illegible]	A [illegible]	

DATE [illegible] 1741	TOTAL CONTRACT ITEMS	Partiep A	$36,513.79	
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS	Particip B	3,753.41	
CHECKED BY:	FORCE ACCOUNT	N.P A	1851.56	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	Page Total	$42,148.76	

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

FM 81-734-1020

COUNTY		CONTRACT NO. 7741	ESTIMATE NO. 42
HIGHWAY		FEDERAL AID PROJECT NO.	
SECTION			

PREFIX NO'S.

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	Identity	Type Code	"P" Constr Cost	"N" Constr Cost	RR Constr Costs	Total	
	Roadway "A"	6203	$1,981,887.80	$17,056.77	$(9,070.15)	$1,989,874.42	
	Br# 9917 "B"	X631	495,738.33	9,683.70		505,422.03	
	Br# 9938 "C"	X721	314,505.67	3,309.58		317,815.25	
		Totals	$2,792,181.80	$30,050.05	$(9,070.15)	$2,813,161.70	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE [illegible] 18 76 [illegible] 6 7741	TOTAL CONTRACT ITEMS	2771[illegible].43	[illegible]	[illegible].14
PREVIOUS VOUCHER NO. 34958	- % RETAINED ON CONTRACT ITEMS	-	-	-
CHECKED BY: JP:dk	FORCE ACCOUNT	42[illegible]77.27	42[illegible]77.27	
ENGINEER OR AUDITOR J. Street	TOTAL PAYMENTS	2,813,161.70	2,786,837.56	26,324.14

7741

72

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 29, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contract 7937, 7741

Our contract 7741 with Donald M. Drake has been finaled. When certificate 265053 matures on October 11, 1976, the $5,000 presently deposited in lieu of retainage on this contract may be released.

Our retainage requirements on our Contract 7937 with Drake have been reduced to $250,000. Since the contractor wishes to keep $65, 000 in bonds in lieu of retainage on this Contract, they may reduce the certificate amount from $580,000 (TCD 265053) to $185,000 on October 11, 1976.

Vernon E Skoog
Controller

by ______________________
Janice H. Peterson
Contract Payments Executive

cc: Donald M. Drake Co.

bc: C.W. Head ✓
R Church
C. Barrett

NOTED
C. W. HEAD

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

CC:
OSHD (E S Hunter)
Wash. D.C. (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 19	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 9-22-76	REPORT MADE BY C. T. Christianson, Area Engr.		PROJECT NO. T-5025(18)
COMPLETION DATE 7-11-75	ACCEPTANCE DATE BY CONTRACT AGENCY 8-18-76	TIME ELAPSED 100 %	CONTRACT TIME 825 CD
APPROVED EXTENSIONS 270 CD	LOCATION U.S. 26-SE Powell Blvd. between 13th & 21st Sts. in Portland, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. 17th & POWELL BLVD.
MT. HOOD HIGHWAY
Grading, Paving & Structures

This project provided grade separation between the 17th & Powell intersection and the main line Southern Pacific Railroad. This project corrected an extremely hazardous railraod crossing and corrected a severe traffic bottleneck on this heavily used aterial street.

The project was completed at a final cost of $3,394,914.36 representing a 2% overrun. This was a complex project requiring alert and comprehensive design, project management and engineering effort. The completed project stands as a commendable example of that successful effort.

RECEIVED
STATE HWY ENGR
OCT 8 '76
REFER TO
Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy

COPY SENT
OCT 7 1976
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Clifford T. Christianson C. T. Christianson		SIGNATURE E. J. Valach	
TITLE Area Engineer	DATE 9-23-76	TITLE District Engineer	DATE 10/7/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

7741 STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PPM 20-2 and PPM 40-1

ALL *To be completed by Washington Headquarters Personnel* 2 4 5 8 9 12 13 15 16 18 19 22 23 24 25 27 28 30 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel. See instructions on reverse)*

STATE	Oregon	COUNTY	Multnomah	FEDERAL PROJECT NO.	EHS-T-5025(18)
URBAN	X	RURAL			

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODE		6203	x681 x721	DATE STARTED June 2, 1972
20	FINAL CONSTRUCTION COST	DOL.	2,184,172	818,169	DATE COMPLETED July 11, 1975
21	LENGTH OF PROJECT	MILES	0.40	0.05	TOTAL NO. BRIDGES 2

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	131,187	1,004,470

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	1,236,625	541,095
	9	PETROLEUM PRODUCTS	GAL.	57,301	15,004
	1	CEMENT	BBL.	511	206
CARD C	2	AGGREGATE PURCHASED	TON	29,539	407
	92		CU. YD.	13,694	4,415
	3	BITUMINOUS MATERIAL	GAL.	992	
	4	LUMBER	THSD. BD. FT.	187	214
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	616,468	640,590
	8	STRUCTURAL STEEL	LB.	682,513	710,236
	10	EXPLOSIVES	LB.		
CARD E	11	READY MIXED CONCRETE	CU. YD.	7,850	6,091
	12	PREMIXED BITUMINOUS PAVING MATERIAL	TON	28,556	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	106,277	80,406
	17	FENCING	LIN. FT.	691	207
	18	GUARDRAIL	LIN. FT.	69	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	39,525	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	61,085	5,902

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 52 53 61 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		6	376
		8	3148
CARD J	13	CONCRETE PIPE	
		8	1,767
		12	1,213
		15	515
		18	47
		24	153
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	Ductile
		18	52
		24	14

FORM PR-47 PREVIOUS EDITION ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR 47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total manhours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State furnished materials.

"Length of Project." Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items.

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber [illegible] connection with Items 17, 18, 19, 23 and 24 should [illegible] be reported unless difficulties are encountered in segregating such quantities from total [illegible].

7741

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 14, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts: 7741,7866,7937,8338

We received your safekeeping receipt 207762 covering certificate of deposit 265053, $622,000. This replaces matured certificate 259380, $615,000. We have credited Donald Drake with and additional $4,000 on contract 7937 and an additional $3,000 on contract 8338.

Vernon E. Skoog
Controller

by

Janice H Peterson
Contract Payments Executive

cc: Donald M Drake

bc: C.W. Head ✓
R. Church
C. Barrett

September 8, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

Federal-aid Project
No. ESP-T-5025(18)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7741, Work Completed July 11, 1975

Project S.E. 17th and Powell Blvd.

Highway Mt. Hood

County Multnomah

Acceptance: Transportation Commission August 18, 1976

Federal Highway Administration July 25, 1975

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Statement of Materials & Labor, Form PR 47 (3 copies)
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, Form E-498

DC:dgk

cc: R. Hacek
R. D. Church

7741

August 23, 1976

The Travelers Indemnity Co.
Surety Dept.
707 S. W. Washington St.
Portland, OR 97205

Gentlemen:

On August 19, 1976, we wrote to you concerning release of final payment on Contract No. 7741 awarded to Donald M. Drake Company for work on S.E. 17th and Powell Boulevard of the Mt. Hood Highway in Multnomah County.

Final payment on this contract is $26,324.14 and the total contract amount is $2,813,161.70 including $42,077.27 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Donald M. Drake Company
1740 N.W. Flanders St.
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: August 17, 1976

FROM: RDChurch for
C. T. Keasey
Construction Engineer

SUBJECT: Highway Project Acceptance

Contract 7741, Work Completed 7-11-75

Project S. E. 17th & Powell Blvd.

Highway Mt. Hood

Count(y)(~~ies~~) Multnomah

Type of Work Grading, Paving, Structures, Signing & Illumination

Contractor Donald M. Drake Co.

Recommended Acceptance Date 8-19-76

The contractor has completed all work according to specifications and I recommend your acceptance of the project.

RDC:pal

cc: E. S. Hunter
W. J. Hart
R. D. Church

RECEIVED
STATE HWY ENGR
AUG 18 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
DATE: 8-18-76

Letter written to Surety on 8/19/76.

81-125 1387

7741

August 19, 1976

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

Contract No. 7741 awarded to Donald M. Drake Company for work on the S.E. 17th and Powell Boulevard Section of the Mt. Hood Highway in Multnomah County was completed on July 11, 1975, and accepted by the State Highway Engineer on August 19, 1976.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before August 24, 1976.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
E. L. Hardt

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie
August 12, 1976

FILE: CON 5

FROM: Marion Craft
MARION CRAFT
Region Construction Engineer

TO: JERRY STREET
Resident Engineer

SUBJECT: SE 17th & Powell Blvd.
Crossing of SPRR
Multnomah County
Contract No. 7741

We recently received your submittal of the semi-final on this project, which prompts me to write this letter.

In lieu of a gold watch, a raise in pay or some other tangible, monetary reward which I can't give, let me say thank you and congratulations for a job well done. This has been an extremely complex and difficult project, with its tight working space, many utilities, railroad relocation and construction, plus the fact that the job went through two summers with labor strikes and a period of high inflation. In spite of these obstacles, the job turned out to be an outstanding project, with a paving award from the Asphalt Institute, and an overall pleasing, attractive and functional project.

Claims and time problems were held to a minimum and settled in a professional, satisfactory manner. Much of the success of this project is due to the hard work, long hours, diligence and expertise of you and your crew.

Also, your narrative report of the project is well written, well organized, shows a great deal of thought and work in its preparation, and should be a valuable part of the records of this project.

Thanks again.

MC/lms
cc: H. S. Coulter w/attach
E. S. Hunter w/attach
Walt Hart w/attach
Hal Versteeg w/attach
C. T. Keasey w/attach
Jim McClure w/attach

RECEIVED
STATE HWY ENGR
AUG 13 '76
REFER TO
FOR

NOTED
H.S. COULTER

SE 17th Avenue - Powell Boulevard Project
Mount Hood Highway
City of Portland
Multnomah County

Contract No. 7141
Narrative Report

Prefix No. 26-0608
May 1976

This report concerns the construction of the SPRR Undercrossing Structure and the associated work at the SE 17th Avenue and Powell Boulevard intersection in Portland. The report will be divided into the following four areas of discussion:

Area A - The History of the Project.
Area B - The Extent of the Project.
Area C - The Construction of the Project.
Area D - Discussions of Major Construction Events.

In Area A, I will give a brief outline of the history behind this project. Usually, this information is not pertinent to a narrative report, but in this case I feel it is important to inform the reader why this project occurred. Powell Boulevard is one of Portland's main east-west arterial streets leading into the downtown core area. This came about due to Powell's central location and connection to the Ross Island Bridge, which spans the Willamette River. Powell Boulevard carried 27,000 vehicles per day in 1970 and was projected to handle 36,000 vehicles per day in 1976. Most of this was peak rush hour traffic going into the city during the a.m. and away from the city during the p.m. The 17th Avenue crossing was controlled by traffic signals.

In addition, the Southern Pacific Railroad's main north-south line crossed the intersection at a 30 degree angle to 17th Avenue. The traffic signals could be pre-empted by trains who had the right-of-way at this intersection. Sixty-five train movements per day crossed this intersection in 1970. Some of these crossings occurred during peak rush hours. Reports from the Portland Traffic Engineers Office confirmed that traffic delays and congestion at this intersection represented the single largest bottleneck to east-west traffic in the city. All indicators projected that this problem would increase in the future.

Both the city and the railroad were being constantly criticized over this intersection by the news media. The public was also complaining about the congestion, delays, and traffic accidents at this intersection. In 1969, discussions between the State of Oregon, City of Portland, and Southern Pacific Railroad began in earnest to find a solution to this problem. Many alternates and intersection configurations were studied, along with methods for financing.

An agreement was reached in 1971, whereby each party would pay one-third of the total cost to construct a grade level crossing of the Southern Pacific Railroad over a depressed Powell Boulevard. Southbound 17th Avenue traffic would be diverted to 21st Avenue to cross Powell Boulevard. Northbound 17th Avenue traffic would be diverted west onto Powell Boulevard. The SPRR would design the SPRR structure -

superstructure; would supply rail material for shoofly; would do all rail work on main line; and would adjust signal and communication facilities as needed. The Oregon State Highway Department would design project; would engineer construction project; and would handle finances. The City of Portland would purchase needed right-of-way for construction. Prior to going to contract, the state was able to qualify the project for Federal-Aid Funds under the topics program. The state and city's portions of the contract were thereby reduced by sixty percent.

Area No. B of this narrative report will outline the extent of the project as finally agreed upon by all parties. The project consisted of the following major construction items and their time sequence:

1. Contractor will demolish buildings along Powell Boulevard, from 13th Avenue to 20th Avenue.

2. Contractor will reconstruct Tibbetts Street between 17th Avenue and 21st Avenue.

3. Southbound 17th Avenue traffic will be diverted east on Tibbetts Street to 21st Avenue where crossing of Powell Boulevard can be made.

4. Contractor will construct Haig Street detour from Milwaukie Avenue to 17th Avenue.

5. Northbound 17th Avenue traffic will be detoured west on Haig Street to Milwaukie Avenue.

6. Contractor will construct Powell Boulevard detours and temporary railroad shoofly.

7. SPRR will connect shoofly to main line and install railroad crossing gates on Powell Boulevard detours.

8. Contractor will divert Powell Boulevard traffic onto Powell Boulevard detours.

9. SPRR will transfer train movements onto temporary shoofly and remove main line trackage across Powell Boulevard.

10. Contractor will make major excavation at west end of project.

11. Contractor will build the following structures:
    a.) 120-foot, 2 Span Pre-Cast Box Girder Railroad Structure
    b.) 130-foot, 2 Span Poured in Place Box Girder 17th Avenue Northbound Highway Structure.
    c.) 100-foot portions of city's 90" storm sewer and 66" sanitary sewer which crosses Powell Boulevard.

   d.) Wall C Pumping Station
   e.) 2500 feet of Reinforced Concrete Retaining Wall along new Powell Boulevard grade west of 17th Avenue.

12. SPRR will install ballast and trackage on new railroad structure; move railroad crossing gates and transfer train movements back onto main line crossing of Powell Boulevard.

13. Contractor will remove temporary railroad shoofly and complete major excavation of Powell Boulevard.

14. Contractor will finish building retaining walls along Powell Boulevard east of 17th Avenue.

15. Contractor will construct new four lane Powell Boulevard alignment and grade with GM median and shoulder barrier from 12th Avenue to 21st Avenue.

16. Contractor will construct 4-Cantilever Sign Bridges; 20 ground mounted signs and a 40-illumination pole - 1000 watt lighting system along Powell Boulevard.

17. Contractor will divert Powell Boulevard detour traffic onto new alignment.

18. Contractor will remove Powell Boulevard detours.

19. Contractor will construct the following roadways:
    a.) 17th Avenue Off Ramp Southbound from 13th Avenue and Powell Boulevard to 17th Avenue and Pershing Street.
    b.) 17th Avenue Westbound On Ramp from 17th Avenue and Pershing Street to 13th Avenue and Powell Boulevard.
    c.) 17th Avenue Off Ramp Northbound from 20th Avenue and Powell Boulevard to 17th Avenue and Tibbetts Street.

20. Contractor will complete incidental work. The above mentioned items should give the reader an understanding of the many complex scheduling problems that was created by this project.

Area No. C of this narrative report will cover the construction aspects of the project. The project was awarded on May 17, 1972, to contractor Donald M. Drake Co. of Portland. The 825 calendar-day count commenced on May 30, 1972. A pre-construction conference was held on May 30, 1972. This conference was attended by representatives of the following organizations:

1. OSHD
2. FHWA
3. SPRR
4. Donald M. Drake Co.
5. City of Portland
6. NW Natural Gas Co.
7. NW Bell Telephone Co.

8. Portland General Electric Co.
9. Drake Sub-contractors
10. Portland Development Commission

The following utility problems were discussed:

City Water - Eight segments of water mains and two fire hydrants existing in the work area were to be relocated.

City Fire Alarm - Overhead alarm system existing along north side of Powell Boulevard was to be relocated.

PGE and PP&L - Overhead lines existing along Powell Boulevard were to be relocated.

NW Natural Gas Co. - Six segments of gas mains were to be relocated.

Pacific NW Bell Telephone - Had already completed major revision work in the area.

The contractor indicated he would follow the listed work schedule:

1. Demolish buildings during June and July of 1972.
2. Complete Powell Boulevard detours by November, 1972.
3. Complete SPRR shoofly by December, 1972.
4. Construct Powell Boulevard bank support shoring from November, 1972, to July, 1973.
5. Complete work on City Sewers during summer of 1973.
6. Complete work on SPRR Structure and 17th Avenue Structure by November of 1973.
7. Complete work on retaining walls along Powell Boulevard by April of 1974.
8. Pave Powell Boulevard new alignment and grade during summer of 1974.
9. Finish project in September of 1974.

The Contractor began work shortly thereafter and was able to maintain his work schedule through the spring of 1973. However, strikes during the summer of 1973 and 1974, set back the schedule. The SPRR Structure was not completed until June of 1974. The 17th Avenue Structure was not completed until August of 1974. The retaining walls were not completed until November of 1974. These delays prevented the start of paving of Powell Boulevard until September of 1974. Paving was stopped in December of 1974 because of inclement weather. It was not resumed until the latter part of February and completed in June, 1975. The main Powell Boulevard was completed sufficiently to allow traffic to use the new alignment on March 17, 1975. The contract was completed on July 11, 1975. This was the 1095 calendar-day charged to the project. Refer to Part 12 on time extension claim in Area D for more details.

For your interest, some of the sub-contractors involved in this project and their areas of work follows:

1.	Heard Construction Co.	Building Demolition
2.	Vern Hoaglin Construction Co.	Guardrail and Signing
3.	Portland Concrete Construction	Curbs, Sidewalks & Driveways
4.	McCoy Electric Co.	Illumination & Electrical Items
5.	Mercer Steel Co.	Reinforcing Steel
6.	Cascade Construction Co.	Asphalt
7.	Target Piledriving Co.	Piledriving
8.	John L. Jersey & Son, Inc.	Grading
9.	Mel's Construction Co.	Railroad Shoofly
10.	Fred A. Snyder Roofing Co.	Waterproofing
11.	Utilities Boring Co.	Drainage Sewer Pipe
12.	U.S. Steel Corp.	Chain Link Fence
13.	Gray's Crane & Rigging	Erect Pre-Cast Box Girders
14.	Albert Dierickx Co.	Concrete Painting
15.	Goldie Gentle Construction Co.	Median Barrier

Prime contractor, Donald M. Drake Co., sub-contracted $895,000.00 worth of work. Excluding specialty work, such as pump system, signing and electrical, this added up to 35 percent of the contract amount.

Area No. D of this narrative report will cover some of the major construction events in the following paragraphs:

1. 1972 Sewer Problems
   This project called for the replacement of an existing 24-inch City Sanitary Sewer as shown on Plan Sheet No. 3D. The new sewer would be installed from new manhole located in the center of 17th Avenue north of Powell Boulevard to an existing 66-inch City Sanitary Sewer at 16th Avenue. The contractor jacked the east one-half of this sewer under the SPRR main line. He excavated a deep hole in the vicinity of the new manhole at the center of 17th Avenue. Using this hole, a 36-inch steel casing was jacked 30 feet below the grade of the railroad tracks. In order to facilitate jacking operations, he excavated another hole on the west side of the tracks in the vicinity of where the 24-inch sewer would pass over the top of an existing 90-inch City Storm Sewer. It was discovered, at this time, that the plans were in error; and the new 24-inch sewer intersected the top of the existing 90-inch sewer. Since this was a storm sewer, it could not be utilized as an outfall; therefore, the City Sewer Department designed a saddle-type crossing of the 90-inch sewer. This was accomplished by using a 20-foot piece of dutile iron pipe to span the large sewer. The plan elevation error was caused by elevation errors on the old City Sewer plans. At about this same time, it was also discovered that the original 24-inch sewer was built through the top one-third of the 90-inch sewer. The new saddle work was done under Extra Work Order No. 3.

   The existing 8-inch City Sanitary Sewer line in Powell Boulevard between 13th and 16th avenues was scheduled to remain in place. However, this line proved to be located so far south of plan location that it interfered with bank support shoring for Retaining Wall A construction. About 400 feet of this sewer had to be relocated to the north under Extra Work Order No. 6

2. Haig Street Detour
Originally, the 17th Avenue northbound traffic was to be detoured west on Haig Street to Milwaukie Avenue. From Milwaukie Avenue the traffic would proceed north across Powell Boulevard to northerly destinations. This would be necessary for the life of the construction contract. Shortly after contract work began, a group of concerned citizens, living along Haig Street, formed a neighborhood committee and petitioned the City Council to stop work on the Haig Street detour. They argued that the detour would adversely affect the quality of life along Haig Street by turning this route into a major thoroughfare, and heavy truck and bus traffic could be expected. The City Council agreed, and construction of the Haig Street detour was stopped. The detour route was then revised to be Holgate Boulevard. This was done under Price Agreement No. 4. More concern should be given to the people living along proposed detour routes in the future.

3. Shoring
The contractor was required to shore along side of the Powell Boulevard detour routes in order to construct retaining walls for new Powell Boulevard alignment between 14th and 20th avenues. He hired Consulting Engineer Mahoney & Weber to design and supervise the construction of this shoring. The shoring was designed for two types of conditions. Condition No. 1 shoring was used where cuts were less than 14 feet; while, Condition No. 2 shoring was used where cuts exceeded 14 feet

Condition No. 1 consisted of using vertical cantilever soldier piles placed in predrilled holes at 8-foot centers. The piles were 12 WF 27 sections and the holes were backfilled with lean concrete. A horizontal steel member was welded to the piling. This member was used to support vertical 2-by-12 wood lagging between the piles.

Condition No. 2 consisted of installing vertical soldier piles in predrilled holes which penetrated clay stratum. These holes were then backfilled with lean concrete and the piles driven to refusal while the concrete was still in a liquid state. This was done to prevent water, under a high pressure head, below the clay layer from ascending to the surface when the clay layer was penetrated by the piling. These piles were then tied back to the soil by an elaborate tie-back system. The contractor excavated the cut down to a certain elevation. Horizontal steel members were welded to the piles to support tie-back anchors. Pressure-grouted anchors were then installed at varying horizontal spacing as needed. A track drill was used to drive a 3 to 4-inch diameter steel casing at an angle into the cut bank to the desired length of these anchors. Pre-stress strands were then installed in the center of the casings. Next, a cement-sand grout mixture was pumped into the casings, around the strands, under high pressure while the casings were slowly withdrawn. Then, after several days had elasped and the mix had reached its design strength, the strands were tensioned to certain design stresses. The contractor could then continue excavating the cut down to the next tie-back level. Horizontal wood lagging was used for this design condition between soldier piles.

In conclusion, the shoring designer went, rightly so, to a great expense to prevent trapped ground water from reaching the surface. Later, this water was released by the driving of permanent piles for structures. No provisions had been made in contract plans to control this water. However, in most cases, the clay seemed to seize around the permanent piles. In the cases where the water did reach the surface, it created some problems. The contractor had to make a substantial effort to seal off this water prior to pouring footings. Outside of this problem, the shoring worked quite well on this project.

4. Pump Station
This paragraph will cover the history of why this station was needed, and what it consists of.

During the design phase of this project, the state was made aware that the City's 90-inch storm sewer and 66-inch sanitary sewer had internal pressure heads in them at certain times of the year. This pressure was created by the elevation of the Willamette River. It would not be adequate to encase the top half of these sewers, or to discharge highway drainage directly into the storm sewer. At a March, 1971, meeting between State and City personnel, it was decided to rebuild both sewers in their entirety across the new roadway, and to construct a pump station to handle the highway drainage under certain conditions. Both sewers were designed for a 28-foot internal pressure head. The pump station was designed for a 50 year storm with a peak run-off of 7.1 cfs.

The four major components of the pumping station are as follows:

a.) A special manhole was built over the south end of the 90-inch storm sewer.
b.) An 18-inch, gravity, drain pipe assemble complete with automatic drainage gate, manual slide gate and by pass office was installed to carry roadway drainage to the 90-inch storm sewer.
c.) A reinforced concrete by pass flow sump room and pump vault room were constructed next to special manhole.
d.) Three 40 HP wet pit sewage type pumps complete with 20-inch discharge manifold pipe, check valves, and overflow vent were installed in the pump vault room.

The system works as follows:

a.) The roadway drainage water is collected and gravity fed to the 18-inch steel drain pipe.
b.) The 18-inch steel drain pipe passes through the sump room, where it is equipped with an open by pass orfice.
c.) The 18-inch steel drain pipe continues to the 90-inch storm sewer; then, it discharges water through a drainage gate.
d.) When the water in the 90-inch sewer flows deep enough to close the drainage gate at the end of the 18-inch steel drain pipe, the highway drainage leaves the pipe at the by pass orfice in the sump room.

e.) The water level in the sump room will increase to a certain elevation; then, an electronic float device will activate the pumps.

f.) The pumps will left the water from the sump room to a 20-inch discharge pipe located 20 feet above and directly over the 90-inch sewer.

g.) Water will be discharged into the 90-inch sewer at the special manhole.

h.) If the water will not drop into sewer, it is allowed to overflow out of system into City street above the drainage area. The maintenance of this pump station is under City of Portland's jurisdiction. I am unaware if this station was activated this past winter.

5. Encasement of the City 66-inch Sanitary Sewer
The existing City 66-inch sanitary sewer was to be rebuilt through the work area. The Special Provisions required the contractor to maintain this system across the work area by using a temporary by pass capable of handling a flow of 15 mgd. This would require, at least, a 36-inch diameter pipe. In order to speed up this work and to insure no disruption of the sewer, the contractor initiated a proposal to encase this sewer in lieu of rebuilding it. However, because of the internal pressure head in this system, he was required to fully encase the sewer with reinforced concrete. The contractor submitted a plan for encasing this sewer which was approved by the City with corrections. The encasement procedure involved driving steel H piles along side of the existing sewer. Transverse steel beams were welded across the top of pile bents. These beams supported longitudinal beams which paralledled the sewer. Flexible metal straps were wrapped around the sewer and the longitudinal beams to support the weight of the sewer as it was being excavated. The excavation under the sewer was very difficult due to the blue clay material encountered; also, large quantities of ground water contributed to difficulties. This encasement work turned out to be very expensive for the contractor due to its construction during the winter of 1974. However, this type of construction was very beneficial to OSHD and the City of Portland by assuring uninterrupted service of the line during construction.

This revision was made under Price Agreement No. 12.

6. Waterproofing of the SPRR Structure
This work consisted of sealing the joints of the pre-cast concrete box girder beams in the SPRR Structure. This was done to prevent water from leaking through beams and dripping down on roadway. The longitudinal joints were sealed with epoxy, and the transverse joints were sealed with a poured joint sealer. The beams were also protected by a rubber membrane placed on top of the beams.

The epoxy work consisted of pouring liquid epoxy between the joints after the beams had been set in final position. No provisions had been made in the original contract to seal the beam transverse or expansion joints. This was done, under Extra Work Order No. 10, by using Vulcan 201 joint sealant.

The rubber membrane installation went as follows:

a.) The top surface of the box girder beams were cleaned so that glue would adhere to it. All concrete projections, which might rupture membrane, were ground flush.
b.) Carlisle Sure-Seal 90-8-30 A Bonding Adhesive was rolled on both the concrete surface and the back of the 1/16-inch Butyl Rubber membrane sheets.
c.) The rubber sheets were then installed in 30-foot widths the full width of the structure from curb to curb.
d.) The rubber sheet joints were lapped and spliced using gum tape, lap sealant and splicing cement.
e.) The rubber sheets were then protected by 2 layers of 3/8-inch thick 4-foot by 8-foot sheets of Asphaltic Protective cover panels.

It was observed that the Bonding Adhesive should not be rolled on very thick and should be allowed to dry a small amount of time before placing rubber sheets on concrete. A problem occurred installing the membrane when air bubbles became entrapped under the sheets. The contractor's attempts to press these bubbles out from underneath the sheets was not always successful. Therefore, we had to cut open some of the larger bubbles and patch the sheets.

The ends of the membrane were sealed at the curbs by extending the membrane up the sides of the curb and under a metal flashing reglet. To date, this writer has not observed any water dripping through the beams.

7. Construction of Retaining Walls
This project involved the construction of over 2400 linear feet of reinforced concrete retaining walls. Most of these walls were the cantilever type. The remaining walls were the counterfort type. The front face of all these walls was battered at a 1 to 12 ratio and scored with 4-foot by 8-foot in and out panels. The cantilever wall expansion joints were spaced 90 feet apart, and the contraction joints were spaced every 30 feet. These contraction joints were of such a design that it was not possible to pour through them. Therefore, all concrete pours, for cantilever walls, had to be confined to 30-foot lengths. In addition, shoulder barrier shape faces were built into the bottom of the walls on the main line side facing Powell Boulevard and into the top of the walls on the access road side. The plans called for the bottom shoulder barrier to be constructed onto the face of the wall separate from main wall pour. The contractor received permission to pour this barrier monolithic with the wall. It turned out very satisfactorily. A horizontal construction joint below the top shoulder barrier was called for by the plans. Again, the contractor was given permission to pour this portion with the main wall pour. This eliminated the work needed to hide the construction joint during surface finishing; however, a great deal of trouble was experienced maintaining the alignment of the top of the wall. This was mostly created by the short 30-foot length wall pour sections. In order to correct this problem and to make the cantilever wall pours more economical, it is suggested that the vertical contraction joints be designed so that concrete could be monolithically placed on either side of the joint. This would increase length of cantilever wall pours to 90-feet. The 4-foot by 8-foot in and out panel effect of scoring contributed to the high cost of forming retaining walls. After each individual wall pour section, the front face forms would require extensive repair for the next pour.

I feel that the type of retaining walls used in Seattle, which have 8-foot wide full height in and out panels as front face scoring, are as attractive and more economical than our design.

8. 17th Avenue Structure Box Girder Pouring Sequence
The 17th Avenue Structure poured in place box girders were constructed in a three separate pour sequence. The bottom slab was poured first. The beam stems were poured next and the top slab or deck was poured last. In the past, most contractors had chose to pour the beam stems with the bottom slab. I would like to list some of the advantages and disadvantages to using the three part sequence that I observed on this project.

Advantages

a.) This method deleted the need for supporting beam stem forms during the bottom slab pour. These supports usually yielded under form weight which allowed the stem forms to settle and the reinforcing steel to become displaced during a concrete pour.
b.) This method reduced the amount of bottom slab steel tramped down by contractors force during forming of beam stems.
c.) This method allowed easier clean-up of bottom slab forms prior to placing of concrete by eliminating stem forms.
d.) This method allowed the contractor to maintain better control of bottom slab thickness by allowing the building of screeds between stem rebar.
e.) This method allows the more uniform settlement of falsework during the pouring of the bottom slab. It gives the contractor the opportunity to re-tighten loose wedges, bolts and jacks prior to beam stem pour.
f.) This method allows the contractor to support beam stem forms directly off the bottom slab concrete.
g.) This method would be of great assistance in any box girder construction where bottom slab depth varied.

Disadvantages

a.) The pouring of the bottom slab and the beam stems separately was more expensive than pouring them together.
b.) This method will produce a feather edge at the bottom of the beam stems where they join the bottom slab. This was avoided by building up the stem fillet several inches; however, more concrete is needed using this approach.
c.) This method requires the placing of shear keys in the top of the bottom slab. This is not required in monolithic pour.

9. Concrete Painting
The Special Provisions for the contract called for the furnishing of three tints of gray concrete paint as directed by the engineer. The three tints of gray paint used were as follows:

a.) The light shade of gray called River Burch was used under, along the outside overhang and at the center bents of the structures. This was done to help lighten a heavy shadowed area.

b.) The basic shade of gray called Concrete Gray was used on the paneled face of the retaining walls and on all other areas not mentioned to be covered by the other two shades.

c.) The dark shade called Woodburn was used on the median barrier, all shoulder barriers, islands and other areas subject to water splash from traffic. This color was very effective in hiding dirt and water stains.

10. Pedestrian Handrail

The plans on this project called for the construction of pedestrian sidewalks under the structures. These sidewalks were sloped at a 15 percent incline in order to pass under the structures and back up to the ground level. The design of this steep incline was noticed early in the project. However, it was not feasible to redesign this sidewalk. After construction of the sidewalks, it was very noticeable that they were dangerous when wet and older citizens had a difficult time negoitating the steep grade. It was decided to add a handrail in order to help people use the sidewalks. A single pipe handrail 30 inches above the sidewalk was added. It was supported by brackets attached to the retaining walls at 5-foot centers. This handrail was added under EWO No. 12.

11. Wheelchair Ramps

Passage of Senate Bill No. 693 in June of 1973 requiring wheelchair ramp construction on all new curbs and walks necessitated wheelchair ramps being added to this project. This work was performed under Price Agreement No. 16. Ten of the wheelchair ramps had to be constructed in areas where the curb and sidewalk was already installed. The remaining seven wheelchair ramps were constructed along with the new curb and sidewalk construction. The wheelchair ramps have greatly aided the elderly in the neighborhood.

12. Time Extension Claim

The contractor used 1095 Calendar days to complete this contract. That was 210 days over the allowable 885 days. He was charged liquidated damages for this overrun of contract time. He has since submitted a claim for an additional 210 days to secure relief from the liquidated damages. The contractor based this claim on additional work added to the contract by OSHD and on strike impact upon performance of work. The additional work to the contract is included under the 26 price agreements and 18 extra work orders written by me. In answering this claim, I have allowed 31 additional days to cover added work. Also, to cover the impact of the 1973 and 1974 summer month strikes which caused most work to be performed during the winter months at a loss of efficiency, I have allowed 139 additional days. These additional days total up to be 170 days. As of this date, the contractor is still unhappy over the amount of time granted. He wants all of the time requested to be granted.

ldo

7741

August 12, 1976

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, OR 97209

Gentlemen:

S.E. 17th Avenue and Powell Boulevard
Contract No. 7741

Your last request for time extension has been reviewed in conjunction with your claim related to epoxy work on the structure.

A complete time extension is hereby approved to delete the remaining 40 days' liquidated damages. This is based on prorating to allow for weekend time on part of the extension already granted, additional time for remobilization after labor disputes, and a broader review of the comparatively small remaining liquidated damage time after analyzing over 40 reasons for extension.

A post-final estimate will be processed immediately to cover this time extension and the reduced compromise Price Agreement 26 final settlement of all claims. We are pleased to have these matters resolved.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Marion Craft
Jerry Street

JAB:fr ja

7741

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 10, 1976

U. S. National Bank
P.O. Box 4412
Portland, OR 97208

Attn: Ella Anderson

Re: Donald M. Drake
Contracts : 7741, 7866, 7937, & 8338

We received your safekeeping receipt 207536, covering TCD 259380, $615,000; a replacement for matured TCD 259380, $610,000. All deposits in lieu of retainage on the above contracts remain the same except 8338. Deposits in lieu of retainage now total $13,000 for this contract.

Vernon E. Skoog
Controller

by
Janice Peterson
Contract Payments Executive

cc: Donald M. Drake

bc: ~~C. W. Head~~
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207556

DATE August 9, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$615,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.00% Ea Dated 8/9/76 Due 9/9/76 Interest at Maturity CUSIP Cert #00 259380 @ 615M; N/O Donald M. Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

12-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

August 9, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207536 covering $615,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $13,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #207300 in the amount of $610,000.00 which matured on 8/9/75.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company
    Attn: Donald Kane

7741

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 12, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

RE: Donald M. Drake, Contracts 7741, 7937 & 8338
Gordon H. Ball, Contract 7866

Attention: Ella Anderson

We confirm receipt of safekeeping receipt #207300, covering certificate of deposit 251177, $610,000. This replaces matured certificate 250906, $660,000.

Securities deposited in lieu of retainage by Donald M. Drake are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
7741	$ 5,000.00	$ 5,000.00	0
7866	31,000.00	21,000.00	($10,000.00)
7937	624,000.00	576,000.00	(48,000.00)
8338	----	8,000.00	8,000.00
	$660,000.00	$610,000.00	($50,000.00)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Donald M. Drake
bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

July 9, 1976

Oregon State Highway Division
Highways Building
S alem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207300 covering $610,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $21,000.00 on Contract #7866, $576,000.00 on Contract #7937, $8,000.00 on Contract #8338.

This C/D replaces Safekeeping Receipt #206954 in the amount of $660,000.00 which matured on 7/8/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

JVS:ea
Enc

cc: Donald M. Drake Company
Attn: Donald Kane

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **207300**

DATE July 8, 1976

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Donald H. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$610,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.375% Dated 7/8/76 Due 8/9/76 Interest at Maturity Cert #00 251177 @ 610M: N/O Donald H Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." CUSIP

Ella Anderson

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for pay- ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the bac hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exerc of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed i writing by the owner.

NOT NEGOTIABLE

RECEIVED
JUL 12 1976
CONTRACT ACCOUNTING

18-2489 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

FORM 81-734 3030

TO PS

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
July 8, 1976

FILE:

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: WALTER HART
Bridge Engineer

SUBJECT: SE Brooklyn St.
Ped. O'Xing of SPRR
(17th & Powell) Portland

Attached for your information and records is a copy of the City of Portland's Addendum No. 1 to the subject project specifications. This addendum covers the railroad's requirements.

Also attached is a copy of a letter from Cowles Mallory advising us of the award of the contract to Donald M. Drake Company who submitted the low bid of $128,760. This is considerably over the city's original estimate of $75,011.

mb
attachments
cc: F. B. Klaboe w/cc letter
E. S. Hunter "/" "
~~L.~~ W. Rulien "/" "

Unrein
info

PROJECT MAN
JUL -9 '76
REFER TO
R
Info Investigate

RECEIVED
COUNTY & CITY SECTION
JUL 12 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

76-4
120

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS
CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

June 30, 1976

Max Klotz
Metropolitan Planning Engineer
Oregon State Department of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

Re: SXF-805: SE Brooklyn Street Pedestrian Overpass of SPRR

Dear Mr. Klotz:

The low bid of Donald M. Drake Company for the subject project was 21.7% over the City Engineer's estimate.

The original City Engineer's estimate of $75,011 was adjusted to $104,771 to reflect Railroad requirements and Addendum No. 1. The low bid was $127,500. There was only one other bid at $128,760.

We have determined that one item accounts for most of the difference between the adjusted City Engineer's estimate and the Contractor's bid. The specifications call for an enclosure of colored resin-clad galvanized steel with a non-climbable maximum security fabric having a mesh of only 3/8-inch rather than the 2-inch normally used on fencing. The estimating guide we used did not take into account the extremely high cost of this type of fencing.

We have awarded the contract after reviewing this bid with the Contractor and determining it to be a fair price for the work as specified. The Contractor has cooperated with us in attempting to find some places where cost savings could be made. We are presently considering changing the fabric in the fencing and some landscape changes which could result in a substantial saving.

If you have any questions, please contact Robert E. Rector, Bridges and Structures Division, phone 248-4273.

Sincerely,

Cowles Mallory
COWLES MALLORY, P.E.
City Engineer

RER:lmc

7741   1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 24, 1976

FILE: CON 5 #7741

JB

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S.E. 17th Ave.-Powell Blvd.
Contract No. 7741
Time Extension and Claim Settlement

TO: E. S. Hunter
Deputy State Highway Engineer

This project was completed by the Donald M. Drake Company with 1,095 days counted against the contract time versus 825 allowed, a difference of 270 days subject to liquidated damages. There have been 3 requests for time extension acted upon, the most recent in January of this year which reduced the liquidated damages to 40 days remaining at $300 per day.

The contractor sought further time extension and also consideration of two claims; one related to A.C. paving quantity and a much larger one relating to epoxy work on the keyways between the prestressed box beams. This latter claim was originally presented in the amount of $23,292.58. These two claims and the 40 days liquidated damages were discussed at a meeting with the contractor on April 30. The A.C. paving claim was quickly disposed of by an adjustment in the pay quantity at contract prices. After a lengthy discussion with the contractor, a compromise settlement was reached which the State representatives recommended on the basis of a lump sum $14,000 adjustment for the epoxy work plus 9 days additional time extension (which was derived as merely an arithmetic correction to allow for 7 day weeks versus 5 days work on one part of the last time extension) and a commitment to carefully review the resumption of the contract time count after 3 strike interruption periods. We believed there was some basis for deleting a few more days to allow a little more time for remobilization and rescheduling after strike stoppages. Further review since the meeting confirms that 10 additional such days could be allowed, so we would now stand with 19 additional days time extension which we can recommend which would leave 21 at $300 per day, for $6,300.

The earlier time extensions were all submitted to FHWA for their concurrence because there was some topics funding in the project (about one-third of it). I have since discussed the status of the project with the Area Engineer and find there is no necessity for our securing specific federal approval on any further time extension, or on a claim settlement. In fact, we probably did not have to go to them with the previous time extension requests. All the money involved is really non-participating at this stage anyway.

APPROVED
EJH
DEPUTY STATE HIGHWAY ENGINEER
Date 7-1-76

RECEIVED
STATE HWY ENGR
JUN 24 '76
REFER TO Kasey
FOR
Info
Inves
R/D
D/R
Sign
Act
File

The contractor has now verbally made a rather unusual request of us. They would like very much to avoid the assessment of any liquidated damages against them for bonding reasons and their pride, or whatever. The stigma of a liquidated damage assessment seems quite important to them. The contractor asks that we consider trading off any remaining liquidated damages (and he does not contest our last conclusions on the number of days remaining) against the $14,000 claim settlement. In effect, if we did this, the claim settlement would be reduced by the $6,300 remaining liquidated damages returned via a time extension, leaving a $7,700 claim settlement.

The contractor negotiated in a constructive way with us and went to considerable effort in presenting his requests for time extension and the claim. In some situations, we would not want to seriously consider this proposal. We have told them in this case, it will be carefully reviewed. I believe one perspective on this is to point out this was a very large, long-lived contract with 1,095 days involved in its performance. The 21 days remaining is very small, less than 2 percent of the contract time involved. In analyzing and responding to something over 40 reasons for time extension, some in very small increments, I frankly doubt that our conclusions are all that precise, so I do not believe we would be a party to a deliberate deception, or distortion of facts if we entered into a final claim settlement price agreement for $7,700 and a 40-day time extension.

Please advise how you think we should proceed.

JAB:fr

Att.

cc: Robert Church

7741

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

June 8, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We confirm receipt of your safekeeping receipt 206954, covering TCD 250906, $660,000. This replaces matured TCD 206734, $495,000. This transaction affects the following highway contracts as follows:

Contract	Prior Deposit	Current Deposit	Net Change
7741	$ 5,000	$ 5,000	------
7866	14,000	31,000	$ 17,000
7937	476,000	624,000	148,000
Total	$495,000	$660,000	$165,000

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Donald M. Drake
Gordon J. Ball

bc: C.W. Head ✓
R. Church
C. Barrett

[illegible]
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

US BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

June 4, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206954 covering $660,000.00 USNB of Oregon Savings Certificate Nonnegotiable C/D i n n/o Donald M Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $624,000.00 on Contract#7937, $31,000.00 on Contract #7866, $5,000.00 on Contract #7741.

This C/D renews Safekeeping Receipt #206734 in the amount of $495,000.00 which matured on 6/4/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

cc: Donald M Drake Company
Attn: Donald Kane

RECEIVED
JUN - 7 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

99

RECEIPT NO. 206954

DATE 6/4/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acct't
☐ Remit

For The Acct. of •
Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$660,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D 5.375%
Dated 6/4/76 Due 7/8/76
Interest At Maturity
Cert # 00 250906 @ $660M: N/O Donald M. Drake Co.
&State of Oregon (7866, 7741, 7937)Contract #'s
"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

D. Johnson

NOT NEGOTIABLE

19-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 24, 1976

Telephone 238-8226

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

COWLES MALLORY, P.E.
City Engineer
Bureau of City Engineer Services
400 Southwest Sixth Avenue Rm. 312
Portland, OR 97204

ATTENTION: Robert E. Rector
Bridges and Structures Division

Subject: SE Brooklyn Street Pedestrian Overpass of
Southern Pacific Railroad
(17th and Powell Boulevard, City of Portland)

As discussed with you on the phone, Bridge Engineer Walt Hart has reviewed the revised plans for the subject overpass.

Mr. Hart had two areas of concern on the structure design: The top transverse bars of the prestressed section and the need for a top mat of re-bar in the footings. I understand that you and Mr. Hart had discussed these items and that Mr. Hart is now satisfied with the top transverse bars as you had them detailed and that you will add the re-bar in the footings as he requested.

The design, as revised, has our approval.

MAX J. KLOTZ
Metro Planning Engineer

ldo

cc: H. S. Coulter
E. S. Hunter
W. J. Hart
L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
JUN 2 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAY 25 '76
REFER TO Geo IR
Info | Investigate | ... | Action | File | Letter

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 16293

May 17, 1976
Salem, Oregon

Walter Hart

FROM: Walter J. Hart
Bridge Engineer

SUBJECT:

TO: Mr. Max Klotz
Metropolitan Planning Engineer

SE Brooklyn St.
Pedestrian Overpass of SPRR

The revised plans which the City of Portland has submitted for this structure appear to be structurally adequate. There are two items, however, which figure all right, but where we would prefer a change.

The top transverse bars of the prestressed section (Sheet 6/6 "Typical" Section) are detailed 1 1/4" clear. If this was changed to 1 1/2", the factors of safety for positive and negative bending would be more nearly equalized, the rebar would be better protected against corrosion and the AASHTO Specs (Art. 1.6.16) would be satisfied.

The footings are all subject to some negative bending, causing tension in the top fibers of the concrete under certain loading conditions. Although these stresses calculate to be well below the modulus of rupture of the concrete, we would prefer that there be a top mat of rebar (say #4 bars at 12" centers). This is particularly true at columns 1 and 6.

ATB/ag

ME DE PRI PRE DE
O.S.H.D. = METRO
MAY 18 1976
FILE T/A

THE CITY OF
PORTLAND
OREGON

DEPARTMENT OF
PUBLIC WORKS

CONNIE McCREADY
COMMISSIONER

OFFICE OF
PUBLIC WORKS
ADMINISTRATOR

400 S.W. SIXTH AVE.
PORTLAND, OR. 97204

May 12, 1976

Max Klotz
Metropolitan Planning Engineer
Oregon State Department of Transportation
5821 NE Glisan Street
Portland, Oregon 97213

Re: SXF - 805: SE Brooklyn Street Pedestrian Overpass of Southern Pacific Railroad

Dear Mr. Klotz:

The Southern Pacific Transportation Company has required that a major design change be made in the main span of the subject project. Also, some footing changes were necessary to meet Railroad requirements.

Enclosed for your review and approval are two copies of the revised plans and specifications and one copy of the revised calculations.

Our estimate of the construction cost is $75,011.00.

As previously explained, time is of the essence. Therefore, we would appreciate receipt of your approval as soon as possible. We understand, as discussed with your Office, you can hand deliver the enclosed documents to the Bridge Design Division in Salem, Oregon for the earliest possible review. We would like to meet with you late this week if possible for obtaining approval. We can meet in Salem or wherever is the most convenient for you.

If you need any further information, please contact Robert E. Rector, Bridges and Structures Division, phone 248-4273.

Sincerely,

Cowles Mallory
COWLES MALLORY, P.E.
City Engineer

RER:lmc

Encl.

7741

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

May 10, 1976

U.S. National Bank of Oregon
P.O. Box 4412
Portland, Oregon 97208

Attn: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We received your safekeeping receipt #206734, covering TCD #249833, $495,000. This certificate replaces matured TCD 249563, $455,000.

This transaction affects securities in lieu of retainage as follows:

Contract	Current Deposit	Matured Deposit	Net Change
7741	$ 5,000	$ 5,000	-------
7866	14,000	14,000	-------
7937	476,000	436,000	$ 40,000
Total	$495,000	$455,000	$ 40,000

A copy of the safekeeping receipt for the matured security is enclosed.

V.E. Skoog
Controller

By ______________________
Janice Peterson
Contract Payments Executive

JP/jm

cc: Donald M. Drake Co.
Attn: Donald Kane

bc: C.W. Head ← R. Church
J. Bond C. Barrett

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-28-76

FEDERAL AID PROJECT NO.: -T-5025(18)

STATE PROJECT NO.: SE 17th-SE Powell Blvd.

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: EPS-T-66

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 6 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED: 4-5-72

DATE AUTHORIZATION EFFECTIVE: 4-5-76

FEDERAL ROUTE NUMBER: Urban Routes 5021-1081

STATE ROUTE NUMBER: Mt. Hood Highway Route 26

GENERAL LOCATION:
Powell Blvd. U'Xing at S.E. 17th Avenue, Bridge No. 9938

GENERAL DESCRIPTION OF WORK: Add a studite coating to the expansion joint member the full width of the roadway. The coating shall consist of a welded bead of abrasion resistant steel ¼ inch high, spaced at 7½ inch centers on a 60° skew.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON ~~AN APPROVED PROGRAM OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 4-16-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 6 in the estimated amount of $1,000 - Federal Funds $640.

DATE: 4-28-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form 81-734-1105

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 7741

Order No. 6

Section S.E. 17th & S.E. Powell Blvd.

Date March 11, 19 7

Highway Mt. Hood

F.A.P. No. EPS-T-5025 (18)

County Multnomah

Prefix 26-0608 Account No. 279-06

Description of Work To Be Done:

Add a studite coating to the expansion joint member the full width of the roadway. The coating shall consist of a welded bead of abrasion resistant steel 1/4 inch high, spaced at 7 1/2 inch centers on a 60° skew.

Location by Station Numbers:

Powell Blvd. U'Xing at S.E. 17th Avenue, Bridge No. 9938.

Estimate of Quantities and Costs:

Labor	$600.00
Equipment	150.00
Materials	120.00
	870.00
15% Overhead	130.00
Total	$1,000.00

[illegible] 5 1976

APPROVED EFFECTIVE DATE 4-5-76
Contingent upon modification of project agreement if additional funds are required.
BY Malach
TITLE [illegible] J. Malach
[illegible] Engineer
DATE 4-28-76
FEDERAL HIGHWAY ADMINISTRATION

Explanation:

Hazardous slippage of vehicles due to the curved alignment of the bridge has required the studite coating on the expansion joints and the roughening of the concrete deck. The contractor is no longer on the project.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $3,327,120.34

Present estimate of project cost, including $1,000.00 for work under this order $3,368,812.69

Expected XXXXXXX over-run (amount) $41,692.35

Expected XXXXXXX over-run (per cent) . . . . . 1.25 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Jerry C. Street Resident Engineer

Approval Recommended: [illegible] Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: for Construction Engineer

7741

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

April 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Attention: Ella Anderson

Re: Donald M. Drake
Contracts 7741, 7866 & 7937

We received your safekeeping receipt No. 206449, covering TCD #249563, $455,000. This replaces matured TCD #213255, $435,000. This transaction affects deposits in lieu of retainage on our contracts as follows:

Contract	Prior Deposit	Current Deposit	Net Increase
7741	$ 5,000	$ 5,000	----
7866	14,000	14,000	----
7937	416,000	436,000	20,000
TOTAL	$435,000	$455,000	$20,000

A copy of safekeeping receipt #206172 for the matured security is enclosed.

V.E. Skoog
Controller

By
Janice Peterson
Contract Payments Executive

cc: Donald M. Drake Co.
bc: C.W. Head R. Church
J. Bond C. Barrett

JP/jm

U.S. BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

April 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206449 covering $455,000.00 USNB of Oregon Savings Certificate Non-negotiable C/D in n/o Donald M Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. The C/D represents $5,000.00 on Contract #7741, $14,000.00 on Contract #7866, $436,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #206172 in the amount of $435,000.00 w hich matured on 4/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Donald M. Drake Company

RECEIVED
APR 6 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

89

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **206449**

DATE 4/5/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Donald M. Drake Co
1740 N.W. Flanders St.
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$455,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5% Dated 4/5/76 Due 5/5/76 Interest At Maturity, Cert. 00 249563 @ 455M N/O Donald M. Drake Co. & State of Oregon Cont. No."s. 7741,7866,7937—— "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."(Contract #'s 7937,7741, 7866)

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

Portland
Hwy 26

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, OR 97213
April 7, 1976

FILE: CON

FROM: MAX J. KLOTZ
Metro Planning Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: S.E. Brooklyn Street
pedestrian OXing of S.P.R.R.
(17th & Powell Blvd.)
City of Portland

As a part of the subject project, it was agreed among the parties involved, city of Portland, Southern Pacific Railroad, and state of Oregon, to share equally the cost of constructing a pedestrian overcrossing of the S.P.R.R. tracks at Southeast Brooklyn Street.

The city of Portland has designed the structure, written the specifications, and is prepared to open bids on the project during the third week of May, this year. The city will also perform the construction engineering.

Since the state has agreed to pay one-third of the project costs (see memo of understanding and agreement attached), the purpose of this letter is to advise you of the city's schedule so the necessary approvals for the funds are obtained.

The estimate of cost for the contract is $68,740, of which the state share would be $22,913. This does not include the city's engineering costs. The engineering costs will be included in the final billing on ~~this~~ The 17th & Powell project.

ebg

cc: F. B. Klaboe
E. S. Hunter
W. J. Hart

4/19/76
Copy to: V.E. Skoog
Please include in
total project costs
for 17th & Powell.
RL.

RECEIVED
COUNTY & CITY SECTION
APR 16 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
APR 15 '76
REFER TO
H
Info ✓
Investigate

7741

March 17, 1976

Kobin & Meyer
Attorneys at Law
Suite 800
610 S.W. Alder St.
Portland, OR 97205

Attn: John Spencer Stewart

Gentlemen:

As requested in your letter of March 12, 1976, we are enclosing a certified copy of Contract No. 7741 with Donald M. Drake Company for work on the S.E. 17th and Powell Blvd. Section of the Mt. Hood Highway in Multnomah County.

Very truly yours,

C. W. Head
COMMISSION SERVICES

ar
Enc.

KOBIN & MEYER
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
MARK SILVERSTEIN
ELIZABETH YEATS
ROBERT W. O'CONNOR

LEO LEVENSON
OF COUNSEL

AREA CODE 503
223-1107

March 12, 1976

[illegible]

Mr. Cecil W. Head
Commission Services
Oregon State Highway Division
Highway Building
Salem, OR 97310

RE: State of Oregon - State Highway Dept. - Contract No. 7741 - Grading, Paving, Structures, Signing and Illumination, S. E. 17th at Powell Boulevard, Section Mt. Hood Highway, Multnomah County, Portland, Oregon

Dear Mr. Head:

We are attorneys for John L. Jersey & Sons, Inc., a subcontractor of Donald M. Drake Co. in connection with the referenced State Highway project.

We would appreciate your furnishing us with a copy of the prime contract and performance and payment bond or bonds furnished to the Department in connection with this project by Donald M. Drake Co.

Thank you.

Very truly yours,

KOBIN & MEYER

John Spencer Stewart

JSS:dl

RECEIVED
MAR 15 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

7741

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 9, 1976

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Donald M. Drake, Co.
Contract 7741, 7866, 7937

We received your safekeeping receipt # 206172, covering TCD #4 213255, $435,000. This replaces matured TCD 4 213573, $422,000. The amounts deposited in lieu of retainage on contracts 7741 and 7866 remain the same; the amount deposited in lieu of retainage on contract 7937 is increased by $13,000.

Safekeeping Receipt 205950 for the matured certificate is enclosed.

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Donald M. Drake Co.
Gordon H. Ball, Inc.

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File Copy

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

March 4, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #206172 covering $435,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit i n n/o Donald M. Drake Co. & State of Oregon, which is assigned to Oregon State Highway Division. This C/D represents $14,000.00 on Contract #7866, $5,000.00 on Contract #7741, $416,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #205950 in the amount of $422,000.00 which matured on 3/4/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Department

J VS:ea
Enc

cc: Donald M Drake Company

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **206172**

DATE 3/4/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acct't
☐ Remit

For The Acct. of •
Donald M. Drake Company
1740 NW. Flanders St.
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$435,000.00

USNB of Oregon Nonnegotiable Time C/D 5%

Dated 3/4/76 Due 4/5/76

CUSIP

Interest At Maturity
Cert # 4 213255 @ 435M; N/O Donald M. Drake Co. & State Of Oregon
"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7866)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

7741

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: February 18, 1976

FROM: Janice Peterson
Contract Payments Executive

SUBJECT: Donald M. Drake Co.
Contract 7937

The Treasurer's office has issued the following safekeeping receipts for bonds transferred from contracts 7741 and 7866 to 7937:

S/K Receipt	Bonds	Amount
2024	City of Nyssa, 5/8	$20,000
2025	City of Baker, 646/657	12,000
2027	Marion Co. Union S/D, 87/88	10,000
2028	Clairmont Water Dist. G.O. 13/16	20,000
2029	Clairmont Water Dist. G.O. 7/9	15,000
2030	N. Roseburg Sanitary Dist. 89/99	11,000
Total		$88,000

The above is in accordance with my letter to the Treasurer of February 4, 1976. Pendleton bonds 170-182, $13,000 and Marion Co. bonds 69/70, $10,000 have been returned to Donald Drake per their attached letter of February 5, 1976. The $23,000 in bonds were not needed as deposits in lieu of retainage because Donald M. Drake purchased a time certificate for $28,000 more than the minimum required on contract 7937.

JP:pl

·-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2024

Received for Account of Donald M. DrakeCompany

1740 N. W. Flanders Street

Address Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Nyssa, Oregon G.O. bonds	5/6	2	5,000				$ 10,000.00
	7/8	2	5,000				10,000.00
Dated 1/15/74 Due 1/15/77 Due 1/15/78 6%							
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Robb Deputy ~~Cashier~~

James A. Redden State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2025

Received for Account of Donald M. Drake Company

Date February 11, 1976

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Baker, Oregon G.O. bonds dated 6/1/61 due 6/1/76 3.50%	646/657	12	1,000.				$ 12,000.00
							$ 12,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde ~~Deputy~~ ~~Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2027

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Marion County Union High School District No. 4J Building Bonds dated Jan. 1, 1970 due Jan. 1, 1976 7%	87/88	2	5,000				$ 10,000.00
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2028

Received for Account of Donald M. Drake Company

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

Date February 11, 1976

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Clairmont Water Dist. G.O. bonds Clackamas County, Oregon dated March 1, 1974 due Dec. 1, 1978 6%	13/16	4	5,000.				$ 20,000.00
							$ 20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy ~~Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2029

Received for Account of Donald M. Drake Company

Date February 11, 1976

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Clairmont Water Dist. G.O. bonds Clackamas County, Oregon dated March 1, 1974 due Dec. 1, 1976 7%	7/9	3	5,000				$ 15,000.00
							$ 15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by Emily Rohde ~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 2030

Received for Account of Donald M. Drake Company

Date February 11, 1976

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
North Roseburg Sanitary Dist. Building Bonds, Douglas County, Oregon dated Apr. 1, 1963 due Apr. 1, 1976 3 1/4%	89/99	11	1,000				$ 11,000.00
							$ 11,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy~~ ~~Cashier~~

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 11, 1976

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention Donald Kane

Gentlemen:

Enclosed are State Treasury Department Safekeeping Receipts Nos. 2024, 2025, 2027, 2028, 2029, and 2030, all dated February 11, 1976 totaling $88,000.00 crediting State Highway Contract No. 7937.

State Treasury Department Safekeeping Receipts Nos. 1149, 1216, 1217, 1218, 1219, 1468, 1469, and 1571 have all been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

er

Enclosures

cc: State Highway Division; Attn. Janice Peterson

COPY

7741

bc: ~~C. W. Head~~
J. Bond
R. Church
C. Barrett
File Copy

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 6, 1976

U. S. National Bank
Main Branch
PO Box 4412
Portland, OR 97208

Attn: Jean VanScoy

Re: Gordon H. Ball, Donald M. Drake
Contract 7741, 7866, 7937

We received your safekeeping receipt #205950, covering TCD 4 213573, $422,000 to be used as deposits in lieu of retainage by Donald M. Drake. This replaces TCD 4 210638, $727,000 which has matured. A copy of safekeeping receipt 205647 for the matured security is enclosed.

The amounts of the new security deposit, the matured security and net increase (decrease) deposited in lieu of retainage are as follows:

Contract	New Deposit	Matured Deposit	Net Increase (Decrease)
7741	$ 5,000	$ 39,000	$(34,000)
7866	14,000	202,000	(188,000)
7937	403,000	486,000	(83,000)
Total	$422,000	$727,000	$(305,000)

V. E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake Co.
Enclosure

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P.O. Box 4412. PORTLAND. OREGON 97208

February 3, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205950 covering $422,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit i n n/o Donald M. Drake Co. & State of Oregon--Contracts #7937, #7741, #7866, which is assigned to the Oregon State Highway Division. This C/D represents $5,000.00 on Contract #7741, $14,000.00 on Contract #7866, $403,000.00 on Contract #7937.

This C/D partially renews Safekeeping Receipt #205647 in the amount of $727,000.00 which matured on 2/3/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

CC: Donald M. Drake Company

RECEIVED
FEB 05 1976
CONTRACT ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205950

DATE 2/3/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$422,000.00	USNB of Oregon Nonnegotiable Time C/D 4.625% Dated 2/3/76 Due 3/4/76 CUSIP Interest At Maturity Cert. 4 213573 @ 422M; N/O Donald M. Drake Co. & State of Oregon "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7866)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

7741-11

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 4, 1976

Oregon State Treasurer
Room 103 Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Re: Donald M. Drake Co.
Contracts 7741, 7866, 7937

Retainage requirements on contracts 7741 and 7866 have been reduced. Therefore, the following bonds deposited in lieu of retainage by Donald M. Drake Co. can be transferred to contract 7937:

Contract 7866:

S/K #	Description	Bond Nos.	Amount
1149	Nyssa	5-8	$ 20,000
1571	City of Baker	646-657	12,000
1216	Marion County	69-70, 87-88	20;000
1217	Pendleton	170-182	13,000
1218	Clairmont Water District	13-16	20,000
1219	Clairmont Water District	7-9	15,000

Contract 7741:

S/K #	Description	Bond Nos.	Amount
1469	N. Roseburg Sanitary Dist.	89-99	11,000
			$111,000

V. E. Skoog, Controller

by ____________________
Janice Peterson
Contract Payments Executive

JP:njc

cc: Donald M. Drake Co.
bc: C. W. Head, J. Bond, R. Church, C. Barrett

Form 81-734-3122

7741

January 8, 1976

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Gentlemen:

We have reviewed your three new requests for extension of time totaling 329 days on the S.E. 17th Avenue & Powell Blvd. Section in Multnomah County, Contract No. 7741.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 170 days is granted, leaving 40 days of liquidated damages charged at $300 a day. This extension is because of Extra Work Orders and Price Agreements (28 days granted), possible staking delay (2 days), and seasonal or weather impact of labor disputes (66 days in winter 1973-74 and 74 days for paving during winter 1974-75).

If you have any questions, further details could be secured from the Resident or Region Engineer, or from the office of the Construction Engineer.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

JAB:fr ia

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 6, 1976

In reply refer to: 1041DA.6

SUBJECT: Oregon T-5025(18)
17th Avenue & Powell Blvd.
Contract #7741 Time Extension

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the proposed 170 day extension of contract time as requested by Mr. Coulter in his memorandum dated January 2, 1976. I understand that 40 days' liquidated damages remain in force against the contractor.

The Resident Engineer's field analysis of this request, including contract data, was very helpful in making our review. Mr. Street should be commended for his efforts in preparing a comprehensive analysis of these claims. The field file is herewith returned as requested.

G. L. Green

Attachment

RECEIVED
[illegible] ENGR
[illegible] '76
Coulter

DATE January 2, 1976

TO Glen L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY H. S. COULTER

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
S.E. 17th Ave. & Powell Blvd. Section
Contract No. 7741
FAP No. EPS-T-5025(18)

Donald M. Drake Company, contractor for this project, has made new requests for extension of time totaling 329 days. The original contract specified completion within 825 calendar days. Previous extensions have added 60 days, now making 885 days allowed. The project was completed after 1,095 calendar days, resulting in 210 days of liquidated damages charged at $300 a day.

The contractor has submitted about 40 separate items as justification for his request. Resident Engineer Jerry Street has indexed a complete analysis to determine the respective merits (the complete bound field file is attached; please return it). This is a lengthy and complex request consisting of three separate submittals by the contractor which can be summarized, based on the following.

1. Eight extra work orders.
2. Fourteen price agreements.
3. Nine separate happenings involving delay imposed by State or others and plan discrepancies.
4. Four separate instances of seasonal or weather impact and one of alleged added work that is of a claim nature.

Categories 1 and 2 - 100 days requested by contractor:

The contractor requested 53 more days based on 15 separate price agreements and 47 days based on 8 extra work orders. The Resident

Engineer's analysis shows that an additional 28 days now meet the requirements of Section 108.09 for adjustment of contract time. Only those days involving critical path work and occupying a significant portion of the contractor's work effort on any particular day were considered. We concur with this.

Category 3 - 36 days requested:

A total of 13 days were claimed as being the direct responsibility of the State due to late approval of the contractor's proposed falsework scheme (three days claimed), suspension of a pile driving operation by the Resident (one day claimed), and delays in construction staking (nine days claimed). Only two of these days can be recognized due to a "possible" delay in construction staking. We concur with the Resident Engineer's recommendation of two days extension.

Category 4:

The remaining 193 days were presented in five increments of what could be regarded as seasonal or weather impact of strikes and other accumulated delay. The contractor claims that the work schedule of four major critical path items, i.e., epoxy work on the SPRR structure, construction of the 66-inch sewer line, waterproofing of the railroad structure, and paving were severely disrupted by labor strikes, extra work and adverse weather.

Recognizing some additional entitlement, the Resident Engineer employed a "workday" analysis to evaluate the epoxy work on the SPRR structure and the paving of the Powell Boulevard main line. Those days when temperature or rainfall prevented the contractor from performing meaningful work were classified as nonchargeable. Sixty-five days were recommended for structures work. This is all during the 1973-74 winter season, intermittently from December 12, 1973 to April 1, 1974. Seventy-four days for paving delay during the 1974-75 winter season are identified. This is intermittent from November 8, 1974 to December 17, 1974 plus all the time from December 18, 1974 to February 23, 1975. One day, April 4, 1974, is included for sewer line construction, making 140 days in this category. This all relates back to strike delays during two summers.

Your concurrence is requested in a 170-day extension, leaving 40 days of liquidated damages charged at $300 a day.

Att.

bc F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church
Richard Hacek

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 24, 1975

FILE: CON 5 #7741

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: S.E. 17th Ave. & Powell Blvd.
Multnomah County
Contract No. 7741
FAP No. EPS-T-5025(18)
Time Extension Request

Donald M. Drake Company, contractor for the subject project, has submitted three new requests for extension of time totaling 329 days. The original contract specified completion within 825 calendar days and previous extensions have added 60 days, making 885 days allowed now. The project was completed after 1,095 calendar days resulting in 210 days liquidated damages charged at $300 per day.

The contractor has submitted about 40 separate items as justification for his request. Resident engineer, Jerry Street, has indexed a complete analysis to determine their respective merits and the complete bound field file is attached. This is a lengthy and complex request consisting of 3 separate submittals by the contractor which can be summarized as based on -

1. Eight extra work orders.
2. Fourteen price agreements.
3. Nine separate happenings involving delay imposed by State or others and plan discrepancies, and
4. Four separate instances of seasonal or weather impact and one of alleged added work that is of a claim nature.

All this makes 36 separate time increments of alleged delay. Actually the project is quite "clean" as far as changes made. The bid item quantities are close; the extra work and price agreements amount to less than 1 percent of the original contract amount (exclusive of sewer encasement P.A. 12, which was at contractor's request and deleted an equivalent amount of bid items).

Categories 1 and 2 - 100 days requested -

The contractor requested 53 more days based on 15 separate price agreements and 47 days based on 8 extra work orders. The Resident Engineer's analysis shows an additional 28 days now meet the requirements of Sec. 108.09 for adjustment of contract time. Only those days involving critical path work and occupying a significant portion of the contractor's work effort on any particular day were considered. I concur with this.

Category 3 - 36 days requested -

Thirteen days total were claimed as being the direct responsibility of the State due to late approval of the contractor's proposed falsework scheme (3 days claimed), suspension of a pile driving operation by the Resident (1 day claimed), and delays in construction staking (9 days claimed). Only two of these days can be recognized due to a "possible" delay in construction staking. We concur with the Resident Engineer's recommendation of 2 days extension.

Category 4 -

The remaining 193 days were presented in 5 increments of what I would regard as seasonal or weather impact of strikes and other accumulated delay. The contractor claims that the work schedule of four major critical path items, i.e., epoxy work on the SPRR structure, construction of the 66" sewer line, water proofing of the RR structure, and paving, were severely disrupted by labor strikes, extra work and adverse weathers.

The Resident Engineer, recognizing some additional entitlement, employed a "work day" analysis to evaluate the epoxy work on the SPRR structure and the paving of the Powell Blvd. main line. Those days when temperature or rainfall prevented the contractor from performing meaningful work were classified as non-chargeable. Sixty-five days were recommended for structures work. Seventy-four days for paving and one day for sewer line construction making 140 days in this category. A majority of this relates back to summer strike delays.

The Region recognizes further entitlement and has proposed that some additional impact factor be applied to those days lost due to strikes during prime construction weather. This proposal, when coupled with Street's recommendation, would eliminate all liquidated damages. I believe the Resident Engineer's recommendation is more well founded.

Consideration must be given to the fact that the much needed facility was not available for public use until more than 6 months after the original completion date.

Project engineering currently totals $370,309.67 which is 156.5 percent of authorization.

My recommendation, based on the information now available, is concurrence in a 170 day extension, leaving 40 days liquidated damages charged at $300 per day.

This is a federal-aid project. Rough draft letters to FHWA and to the contractor are attached.

JAB:DL:fr
Att.
cc: Robert Church

FORM 2-10

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
SEP 30 1975
CONSTRUCTION
SECTION

DATE September 26, 1975

TO C. T. KEASEY
Construction Engineer

FROM Marion Craft
MARION CRAFT.
Metro Construction Engineer

SUBJECT S.E. 17th AVE. & POWELL BLVD.
(Portland) U.S. 26
Contract No. 7741
Time Extension

Enclosed is a time extension request from the Donald M. Drake Company, and an analysis by the Resident Engineer, Jerry Street. The time extension request from the contractor is in the form of a letter dated January 29, 1975; three letters with the time extension forms, dated March 5, March 31 and April 11; and a letter of clarification dated June 27, 1975. There are forty individual items for which varying amounts of time have been requested, and Jerry Street has analyzed each one and made his recommendation.

The original contract called for completion in 825 calendar days. The contractors time extension requests come to a total of 427 days. Of these days, 103 have already been either awarded, or in the case of some of the strikes, not counted against the contractor, so he is, in effect, asking for 324 days. He is being charged liquidated damages for 210 days, and Jerry Street has recommended giving him 170 days, leaving 40 days of liquidated damages to be charged.

Jerry Street has spent considerable time in organizing and analyzing each of the individual items and claims. In conversations with Jerry during the time he was analyzing the claim, and afterward, I believe he has been very fair and thorough, and actually generous in his recommendations for time with the exception of the way he handled the time list due to strikes.

There were two strikes in 1973, one of 51 days from 6-13-73 through 8-2-73. and one of nine days from 8-13-73 through 8-21-73; and two strikes in 1974, one of nine days from 6-10-74 through 6-18-74, and one of nine days from 7-15-74 through 7-23-74. Time wasn't charged during these periods, which is the same as giving the contractor a day-for-day exchange for the time lost. It would be hard to show exactly what effect this had, or whether this forced the contractor to do work in the winter that he had planned to do during the days he lost due to the strikes. The fact remains that he wasn't able to work for 78 days during June, July and August, due to factors beyond his control.

On at least two projects that I am aware of, we have given the contractor a larger number of winter-spring days for summer days lost due to strikes, etc. In the case of the 92nd Avenue structure contract (Lord Bros.), we used a factor of 1.6, and using this figure, we could give the contractor an additional 0.6 x 78 = 47 days. These 47 days, added to Jerry Street's recommended 170 days, gives 217 days, which would eliminate all liquidated damages on this contract.

Since this was a very difficult project with structure, grading and paving work in a confined area, with both railroad and highway traffic to contend with, numerous expensive utilities to relocate or work around, plus the fact that the contractor lost almost three months of time due to strikes in the summers of 1973 and 1974, my recommendation would be to release the contractor of all liquidated damages on this job.

Attached for your information is a summary of the contractors claims, Jerry Street's recommendation, and other miscellaneous information.

pq

Attachments

CONTRACTORS TOTAL CLAIM - 42[illegible] DAYS

		Previously Allowed	Street's Recommendiation
P.A. Claims ($25,835.23)	52 Days		18 Days
E.W.O. Claims ($28,972.69)	72 "	25 Days	10 "
Strikes	78 "	78 "	0 "
Res. Engrs. Resp.	13 "		2 "
SPRR Epoxy	76 "		65 "
66" Sewer Encasement	24 "		1 "
SPRR Waterproofing	16 "		0 "
SPRR delay (ballast)	4 "		0 "
Unable to get ironworkers	7 "		0 "
Hand exc. & const. end section	8 "		0 "
Paving delays, plant shutdown	77 "		74 "
	427 Days	103 Days	170 Days

Original calendar day count - 825 Days

Contractor being charged (liquidated damages) - 210 Days

The calendar day count began on May 30, 1972

The project was finished (day count stopped) on July 11, 1975.

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226-3991

June 27, 1975

Oregon State Highway Division
Metropolitan Region
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Jerry C. Street
Resident Engineer

Regarding: S.E. 17th and Powell Blvd. Project
Contract No. 7741
Time extension request

Gentlemen:

This letter is written to reaffirm our position on our time extension requests dated March 2, March 28 and April 2, 1975; And to clarify some points discussed at our meeting on June 26, 1975.

As we have stated before, we lost an entire construction season due to the labor strikes in 1973 & 1974, the anticipation of the impending strikes, re-mobilization after the strikes, and assorted other delays beyond our control. We know of no other job that experienced the same conditions that is not runnig approximately one year behind.

Points of clarification:

1. 66" Sewer. The construction of the 66" sewer was one of our critical work items. Work on the 17th Ave. Structure was dependent on the completion of the sewer because it ran under Bent 1 abutment and while under construction blocked access to the structure. We had the forms prefabricated for the sewer at the time of the Operating Engineers' strike, but we did not have time to proceed as planned after the strikes due to oncoming bad weather.

2. Waterproofing & Protective Cover for Railroad Structure. The railroad superstructure was scheduled

RESIDENT BRIDGE ENGR.
RECEIVED
JUN 30 1975
JERRY C. STREET
☐ ☐

for October, 1973, and was actually completed in May, 1974. Climatological data will show that October is much more suited to waterproofing than May.

3. Price Agreement No. 11. Add to dates of work: April 2 - June 17, 1975.

4. Price Agreement No. 16. Dates of work: March 24 - June 30, 1975. Revised time extension request: 5 days.

5. Price Agreement No. 18. Dates of work: March 19 - April 4, 1975.

Very truly yours,

DONALD M. DRAKE COMPANY

F.W. Jarvis

F.W. Jarvis
Project Manager

.7741

1859

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 6, 1976

U. S. National Bank of Oregon
Main Branch
PO Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Donald M. Drake, Contract 7741 & 7937
Gordon H. Ball, Contract 7866

We received your safekeeping receipt #205647 covering certificate of deposit # 4 210638, $727,000, to be used as a deposit in lieu of retainage on our contracts with Gordon H. Ball, Inc. and Donald M. Drake Co.

The above certificate replaces matured certificates # 4 199142, (safekeeping receipt 204783, $341,000), # 4 207390, (safekeeping receipt 205429, $260,000), #4 201908 (safekeeping receipt 205117, $100,000). The safekeeping receipts for the matured certificates are enclosed.

The amounts currently deposited in lieu of retainage, the amounts of the matured certificates, and the net increase deposited in lieu of retainage on the contracts are as follows:

Contract	Current Certificate	Matured Certificate	Net Increase
7741	$ 39,000	$ 39,000	$ 0
7866	202,000	201,000	1,000
7937	486,000	461,000	25,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake Co.
Gordon H. Ball, Inc.

bc: C. W. Head
J. Bond
R. Church
C. Barrett

Form 81-734-3122

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

55

RECEIPT NO. 205647

DATE January 2, 1976

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340

☐ CR. SVNG. Acct't

☐ Remit

For The Acct. of

Donald M. Drake Company
1740 NW Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$727,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 1/2/76 Due 2/3/76 Interest at Maturity Ctf. No. 4 210638 @ 727M: n/o Donald M. Drake Co. & State of Oregon "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division." (Contract #'s 7937,7741,7366)	5.25% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

15-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S. W. SIXTH AVENUE
P. O. Box 4412. PORTLAND, OREGON 97208

January 2, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205647 covering $727,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Donald M. Drake Co. & State of Oregon--Contracts #7937,7741, 7866, which is assigned to the Oregon State Highway Division. This C/D represents $486,000.00 on Contract #7937, $202,000.00 on Contract #7866, $39,000.00 on Contract #7741.

This C/D renews Safekeeping Receipt #204783 in the amount of $341,000.00, Safekeeping Receipt #205117 in amount of $100,000.00, and Safekeeping Receipt #205429 in amount of $260,000.00 which matured on 1/2/76.

Very truly yours,

Jean VanScoy

Jean Van Scoy
Safekeeping Officer

RECEIVED
JAN 0 5 1975
CONTRACT ACCOUNTING

JVS:ea

Enc.

cc: Donald M. Drake Co.

7741

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 6, 1976

In reply refer to: 1041DA.6

SUBJECT: Oregon T-5025(18)
17th Avenue & Powell Blvd.
Contract #7741 Time Extension

FROM : G. L. Green, Division Administrator

NOTED
E. S. HUNTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

I concur in the proposed 170 day extension of contract time as requested by Mr. Coulter in his memorandum dated January 2, 1976. I understand that 40 days' liquidated damages remain in force against the contractor.

The Resident Engineer's field analysis of this request, including contract data, was very helpful in making our review. Mr. Street should be commended for his efforts in preparing a comprehensive analysis of these claims. The field file is herewith returned as requested.

G. L. Green

Attachment

RECEIVED
DEPUTY ENGR
JAN 8 '76
Coulter

bc: C. W. Head
J. Bond
R. Church
C. Barrett
File Copy

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 5, 1975

U. S. National Bank Of Oregon
PO Box 4412
Portland, OR 97208

Attention: E. F. Koch

Re: Gordon H. Ball, Contract 7866
Donald Drake, Contract 7937 & 7741

We received your safekeeping receipt 205429 covering TCD # 4 207390, $260,000, to be used in lieu of retainage on our contracts 7741 and 7937 with Donald M. Drake Company and 7866 with Gordon H. Ball. We enclose safekeeping receipt 205156 for TCD #4 201947, $209,000, which has matured. We have instructed the State Treasurer's office to return Beaverton bonds ($20,000) due December 15, 1975. The allocation of the deposits in lieu of retainage for the new certificate and the matured securities is as follows:

Contract	Current Deposits	Matured Securities	Net Increase (Decrease)
7741	$ 19,000	$ 20,000	($1,000)
7866	40,000	38,000	2,000
7937	201,000	171,000	30,000

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl
cc: Donald M. Drake
Gordon H. Ball
Oregon State Treasurer

Form 81 734 3122

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 226 3991

December 3, 1975

Mr. Dick Hacek
Highway Division
State of Oregon
Salem, Oregon 97210

Dear Mr. Hacek:

We will place in safekeeping today a $260.000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

38,000 205156
171,000

$ 19,000	Contract #7741	Powell Street
40,000	Contract #7866	Woodburn-Hayesville
201,000	Contract #7937	S. Tigard

Credit the $40,000 amount to the account of Gordon H. Ball Company, Inc.

In addition, we are requesting that Emily Rhode return to us the following municipal bonds:

Beaverton 12-15-75	#7741	$20,000

RECEIVED
DEC 4 1975
CONTRACT ACCOUNTING

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:cd

cc: Mr. C. E. Payton, P. O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949, S. W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, Attn: Janice Peterson, Salem, Oregon 97310
Ms. Emily Rhode, Treasury Department, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Washington 98055

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

December 3, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #205429 covering $260,000.00 USNB of Oregon Nonnegotiable Time Certificate of Deposit in n/o Donald M. Drake Company which is assigned to the Oregon State Highway Division. This C/D represents $19,000.00 on Contract#7741, $40,000.00 on Contract #[illegible], and $201,000.00 on Contract #7937.

This C/D renews Safekeeping Receipt #205156 in amount of $209,000.00 which matured 12/3/75.

Very truly yours,

E. F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea

Enc.

cc: Donald Drake Company

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 205429

DATE 12/3/75

DISPOSITION OF PROCEEDS

☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
DONALD M. DRAKE COMPANY
1740 NW Flanders Street
Portland, Oregon 97209
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit Depart

$260,000.00

USNB of Oregon Nonnegotiable Time C/D 5%

Dated 12/3/75 Due 1/2/76

CUSIP

Interest Payable At Maturity

Cert. #4 207390 @ 260M; n/o Donald M. Drake Co. & State of Oregon

M Schoening

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2489 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

7741

bc: C. W. Head
J. Bond
R. Church
C. Barrett

1859

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 30, 1975

U. S. National Bank of Oregon
PO Box 4412
Portland, OR 97208

Attn: E. F. Koch

We received your safekeeping receipt # 205117 covering TCD 4 201908, $100,000, to be used as a deposit in lieu of retainage. The State Treasurer is returning $80,000 in bonds at the request of the contractor.

The allocation of the TCD, the returned bonds, and the net increase on each contract are as follows:

Contract	Current Deposit	Returned Deposit	Net Increase
7741	$20,000	$20,000	-
7866	60,000	40,000	$20,000
7937	20,000	20,000	-

Vernon E. Skoog
Controller

by

Janice Peterson
Contract Payments Executive

JP:pl

cc: Donald M. Drake

Form 81-734-3122

UNITED STATES NATIONAL BANK OF OREGON

MAIN BRANCH
321 S.W. SIXTH AVENUE
P.O. Box 4412, PORTLAND, OREGON 97208

October 27, 1975

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Dick Hacek

Gentlemen;

Enclosed find a photo copy of our Safekeeping Receipt #205117 covering $100,000.00 USNB of Oregon Nonnegotiable Time Certificate of deposit on which is indicated the assignment to the Oregon State Highway Division.

This C/D represents contract #7741, #7866, #7937 for Donald M. Drake Company.

Very truly yours,

E.F. Koch

E. F. Koch
Safekeeping Officer

EFK:ea
Encs

cc: Donald M. Drake Company

OCT 29
WAY ACCOUNTING

DM DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS / DEVELOPERS
AC 503 228-3991

October 24, 1975

Mr. Dick Hacek
Highway Division
State Of Oregon
Salem, Oregon 97310

RECEIVED
OCT 27 1975
Contract Acctg.

Dear Mr. Hacek:

We will place in safekeeping on October 27, 1975, a $100,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$20,000	Contract #7741	Powell Street
$60,000	Contract #7866	Woodburn-Hayesville
$20,000	Contract #7937	S. Tigard

Credit the $60,000 amount to the account of Gordon H. Ball Company, Inc.

In addition, we are requesting that Emily Rhode return to us the following municipal bonds:

	#7866	#7741
Deschutes 7/1/75	$40,000	$20,000
Clackamas 7/1/75	$20,000	

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

RECEIVED
OCT 27
WAY ACCOUNT

DBK:kw
cc: Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, ATTN: Janice Peterson, Salem, Oregon 97310
Ms. Emily Rhode, Treasury Department, Salem, Oregon 97310
Gordon H. Ball Company, Inc. Box 897, Renton, Washington 98055

INCORPORATED JANUARY 2 1973

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **205117**

DATE 10/27/75

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 113-340
☐ CR. SVNG. Acct't
☐ Remit

For The Acct. of
Donald M. Drake Company
1740 N.W. Flanders St.
Portland, Oregon 97209

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposits

$100,000.00	USNB of Oregon Nonnegotiable Time C/D Dated 10/27/75 Due 1/2/76 Interest at Maturity Cert. No. 4 201908 @ 100M n/o Donald M. Drake Company & State of Oregon # 7741 - 7866 - 7937	5.75% CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2499 4/73 ENV. 31-329 HEAD OFFICE PORTLAND

September 25, 1975

Mr. J. W. Ferguson, Division Engineer
Southern Pacific Transportation Company
Room 251-N, Union Station
800 N.W. Sixth Avenue
Portland, OR 97209

Dear Mr. Ferguson:

Please refer to your August 30 reply to my letter of July 31 wherein you decline submission of final bills on our Contract 7741, S.E. 17th & Powell Blvd. Section of the Mt. Hood Highway in Multnomah County.

As my previous letter stated, the contract portion of this project was completed July 11, 1975. We are unable to make a final settlement with our contractor until we find out the amount of Railroad Protection costs incurred, as the contractor is liable to us for all Railroad Protection costs above a certain figure specified in the contract.

We therefore request that you submit a final billing for Railroad Protection costs only up to and including July 11, 1975.

Very truly yours,

C. T. Keasey
Construction Engineer

RDC:ljt

cc: R. N. Bothman, Metro
R. D. Church
J. E. Chidsey
Jerry Street

Bob Church

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. SABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

August 20, 1975

IN REPLY PLEASE REFER TO
GMO 72773

Mr. C. T. Keasey
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Keasey:

Referring to your letter of July 31 relative Contract 7741, S.E. 17th & Powell Boulevard Section of Mt. Hood Highway.

You informed us that all work under this contract was completed July 11, 1975. There was a final inspection of July 25 which members of our Engineering Department attended and found the job to be satisfactory with the exception of some small cracks in the sidewalk pour section of the railroad structure which were pointed out at that time. We feel that these should be watched for further cracking in the future. Feel however, that the contractor has performed his obligation under the contract.

As to the final billing for this project, there is still a portion of the project yet to be completed which is the 14th Street pedestrian overpass, which is yet to be started. Until this portion of the project is completed, we will not prepare and submit the final bill.

Yours truly,

J.W. Ferguson

8-26-75
Copies to:
James Chidsey
Metro

JAS:FR

Routing
✓ Keasey
Bond ND
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
AUG 22 1975
CONSTRUCTION
SECTION

7741

13

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTERO[illegible]CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: September 20, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake, Contracts 7741 & 7937
Gordon H. Ball, Contract 7866

TCD 4 163661, $169,000.00, has been deposited in lieu of retainage on Highway contracts replacing matured TCD 4 163602, $185,000 and City of Klamath Falls Bonds 726/735, $10,000.00. The replacement safekeeping receipts and cancelled safekeeping receipts are allocated to contracts as follows:

Contract	Contractor	Cancelled Receipt #	Amount	New Rec. No.	Amount	Net Difference
7741	Drake	1604	$70,000	---	$ ---	($70,000.00)
7937	Drake	1603	96,000	---	---	---
7937	Drake	1398	10,000	1627	131,000	25,000.00
7866	Ball	1602	19,000	1628	38,000	25,000.00

Copies of the Safekeeping Receipts and transmittal letters to the contractor will be filed, in the contract files, in the Commission and Services office.

JP:pl

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

September 2, 1975

Ladd & Bush-Salem Branch
United States National Bank of Oregon
Salem, Oregon 97308

Attention P. S. Chambers

Gentlemen:

Enclosed please find Time Certificate of Deposit No. 4 163602, dated July 31, 1975, due September 2, 1975, in the amount of $185,000.00 which has been endorsed by the State of Oregon.

Credit Donald M. Drake Co.

Please acknowledge receipt of the maturing TCD by signing and returning the copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Donald M. Drake Company
cc: State Highway Division; Attn. Dick Hacek

RECEIVED
SEP 9 1975
Contract Acctg.

COPY

Portland
T/Coop Const

1859

OREGON STATE
HIGHWAY DIVISION

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

BOB STRAUB
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

September 18, 1975

JOHN LANG, Bureau Chief
City of Portland
Bureau of Street and Structural Engineering
400 Southwest Sixth Avenue
Portland, OR 97204

Subject: S.E. 17th & Powell Boulevard Section
Mt. Hood Highway

On March 17, 1970, the State, Southern Pacific Transportation Company, and the City of Portland entered into an agreement for construction of subject project. The agreement provided that certain streets would be revised as a result of that construction. It also provides that upon completion of the project, the City will assume all maintenance, jurisdiction, and control of these streets at its sole expense. The State will transfer to the City all State's right, title, and interest therein by completion of the required documents.

The project is now completed, and by this notice these streets shall be assigned to you for jurisdiction, maintenance, and control on September 22, 1975.

If you or your representative would like to review this matter, please contact me at your earliest convenience so we may conclude our obligations.

MARION CRAFT
Metro Construction Engineer
Wayne Schulte
by WAYNE SCHULTE
Metro Staff Assistant

mb

cc: J. B. Boyd
D. N. Harwell
D. L. Trout

Done *

RECEIVED
COUNTY & CITY SECTION
SEP 19 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☑ CE ☑ RE ☐ RPE ☐

7741

STATE OF OREG
HIGHWAY DIVISION

INTERO CE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 25, 1975

FROM: R. J. Hacek
Accounting Systems Officer

JP for

SUBJECT: Donald M. Drake, Gordon H. Ball
Contracts 7741, 7866, 7937

TCD 163640, $321,000.00, has been deposited in lieu of retainage on Highway contracts, replacing matured TCD 163587, $335,000.00. The replacement safekeeping receipts and cancelled safekeeping receipts are allocated to contracts as follows:

Contract	Contractor	Cancelled Rect. #	Amount	New Rect. #	Amount	Net Difference
7741	Drake	1600	$ 14,000	---	---	$(14,000.00)
7937	Drake	1601	240,000	1623	$240,000	---
7866	Ball	1599	81,000	1624	81,000	---

Copies of the Safekeeping receipts and transmittal letters to the contractor will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

2-2
4

August 22, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald Kane

Gentlemen:

Enclosed is State Treasurer's Safekeeping Receipt No. 1623, dated 8/20/75, in the amount of [illegible]0,000.00 covering Time Certificate of Deposit No. 4 163640 with U.S. National Bank of Oregon, Salem Branch.

We have credited Highway Contract No. 7937.

Safekeeping Receipt No. 1[illegible] $240,000.00 has been cancelled.
Safekeeping Receipt No. [illegible], $14,000.00 has been cancelled.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Division; Attn. Dick Hacek

DRAKE

DONALD M DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
AC 503 226 3991

3

August 19, 1975

Ms. Emily Rohde
Treasury Department
State of Oregon
Salem, Oregon 97310

Dear Ms. Rohde:

We will deliver tomorrow a $321,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$240,000	Contract #7937	S.Tigard
$81,000	Contract #7866	Woodburn

Credit the $81,000 amount to the account of Gordon H. Ball Company, Icn. Please furnish me with safekeeping receipts at your convenience.

In addition, we would appreciate your returning to us the following certificate (please endorse the certificate):

	#7866	#7937	#7741
USNB TCD	$81,000	$240,000	$14,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:kw
cc: Mr. Jerry C. Street, 5821 N.E. Glisan, Portland, Oregon 97213
Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, Construction Section, Salem, Oregon 97310
Highway [illegible], Attn: Janice Peterson, Salem, Oregon 97310
[illegible] Inc. Box 897, Renton, Washington 98055

STATE OF OREGO INTERO CE MEMO
HIGHWAY DIVISION

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: August 5, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7741

TCD No. 4 163602, in the amount of $70,000.00, has been deposited in lieu of retainage on contract 7741. (Safekeeping Receipt 1604).

This replaces TCD No. 4 163526, which has matured. (Safekeeping Receipt 1592). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

RECEIVED
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

Contract Acctg.

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1604

Received for Account of Donald M. Drake Company

Date July 31, 1975

1740 N. W. Flanders Street

Address Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit dated 7/31/75 due 9/2/75 6% U.S. National Bank of Oregon Salem Branch	#4 163602	part	185,000				$ 70,000.00
							$ 70,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

James A. Redden State Treasurer

SPECIAL INSTRUCTIONS

DM DRAKE

DONALD M. DRAKE COMPANY
1740 NORTHWEST FLANDERS STREET
PORTLAND, OREGON
97209
CONTRACTORS/DEVELOPERS
AC 503 226-3991

July 31, 1975

Ms. Emily Rohde
Treasury Department
State of Oregon
Salem, Oregon 97310

RECEIVED
AUG 4 1975
Contract Acctg

Dear Ms. Rohde:

We will deliver on July 31, 1975, a $185,000 certificate of deposit drawn on the United States National Bank of Oregon. This deposit should be allocated as follows:

$70,000	Contract #7741	Powell St.
$19,000	Contract #7866	Woodburn
$96,000	Contract #7937	S.Tigard

Credit the $19,000 amount to the account of Gordon H. Ball Company,Inc. Please furnish me with safekeeping receipts at your convenience.

In addition, we would appreciate your returning to the bank the following certificate (please endorse the certificate) and municipal bonds:

	#7937	#7741	#7866	
USNB TCD	$30,000	$70,000	----	
Springfield due 8-1-75	$50,000	--------	$13,000	+6,000

Sincerely,

DONALD M. DRAKE COMPANY

Donald B. Kane
Vice President - Finance

DBK:kw
cc: Mr. Jerry C. Street, 5821 N.E. Glisan, Portland, Oregon 97213
Mr. C.E. Payton, P.O. Box 30, Salem, Oregon 97310
Mr. Maurice Payne, 12949 S.W. Pacific Hwy., Tigard, Oregon 97223
Highway Division, ATTN: Janice Peterson, Salem, Oregon 97310
Highway Division, Construction Section, Salem, Oregon 97310
Gordon H. Ball Company, Inc., Box 897, Renton, Washington 9805

RECEIVED
AUG 4 1975
Contract Acctg

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 31, 1975

Donald M. Drake Co.
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention: Donald Kane

Gentlemen:

Please find enclosed Oregon State Treasury Department Safekeeping Receipts No. 1603 in the amount of $96,000.00 and No. 1604 in the amount of $70,000.00 covering TCD No. 4 163602 drawn on Ladd & Bush-Salem Branch, U.S. National Bank of Oregon.

We have credited Highway Contracts No. 7741 - $70,000.00
No. ~~[illegible]~~ 7937 - 96,000.00

We are cancelling Safekeeping Receipts No. 1292, 1592 and 1593.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

RECEIVED
AUG 4 1975
Contract Acctg.

COPY

B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
August 5, 1975

FILE:

Marion Craft

FROM: MARION CRAFT
Metro Construction Engineer

TO: E. S. HUNTER
Deputy State Highway Engineer

SUBJECT: S.E. 17th & POWELL BLVD.
Contract No. 7741
Accident at 20th & Powell

NOTED
E. S. HUNTER

The attached design drawing No. 4A shows the general layout of this area and the work which was done. Drawing No. 27791 shows the traffic control plan. The stop sign on Southeast 20th on the north side of Powell stayed in place during construction.

Near the end of construction on this project, the resident engineer, Jerry Street, became concerned about southbound traffic on Southeast 20th attempting to go straight ahead or turn left. He mentioned this to Mr. Martini, Senior Traffic Engineer for the city of Portland, which resulted in the city of Portland asking us to install "right turn only" signs on both north and southbound 20th. We were in the process of doing this when the accident happened, (the signs had been ordered but were not in place). The memo to the file, dated July 29, 1975, summarizes the dates and action taken concerning these signs.

Please note the two pictures attached to the July 29th memo, which show that, although this is a dangerous intersection to be going straight ahead or turning left (for southbound 20th Avenue traffic), you can see quite a ways down the eastbound lanes.

If you need more information, pictures, drawings, measurements, etc., please let me know.

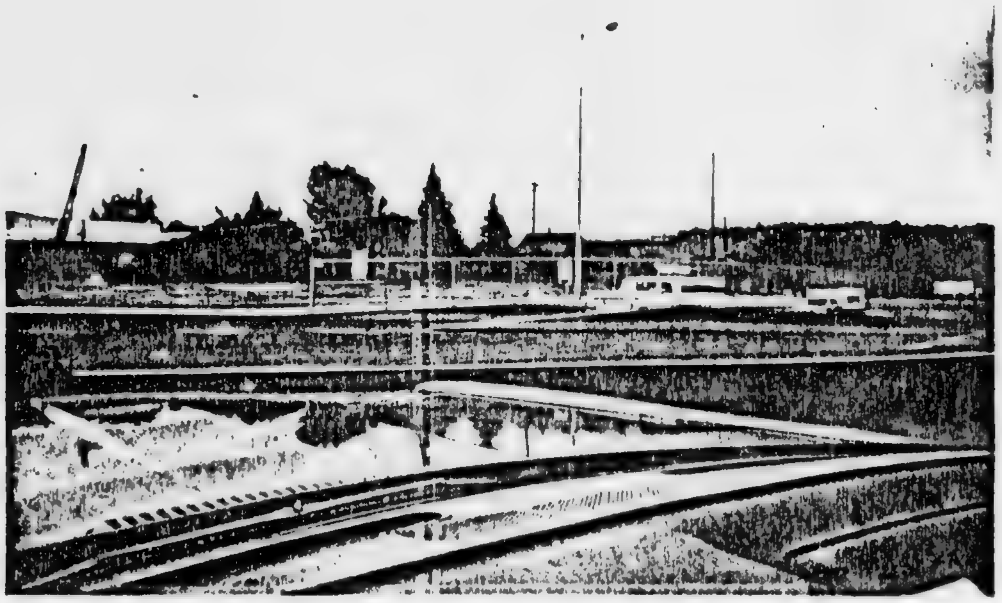
pq

RECEIVED
AUG 8 1975
LEGAL

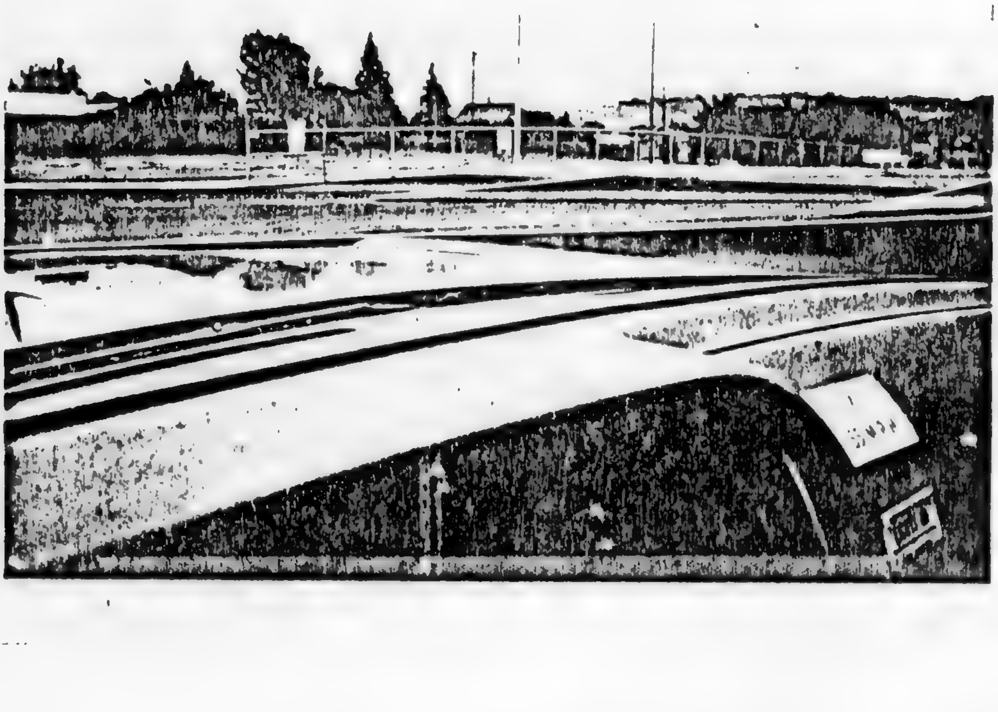
RECEIVED
STATE HWY ENGR
AUG 6 '75
REFER TO
Sollis
FOR

Info	Inves	R.D.	D.R.	Sign	Act	File
					✓	

[illegible]



[illegible]



FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
July 29, 1975

FILE: Contract
No. 7741

FROM: MARION CRAFT
Metro Construction Engineer

SUBJECT: S.E. 17th & POWELL BLVD.
(Portland) Contract No. 7741
Signing @ S.E. 20th (NB & SB)

TO: MEMO TO THE FILE

On May 23, 1975, Mr. Martini, a Senior Traffic Engineer for the city of Portland, wrote a letter to Bob Bothman, requesting "Right Turn Only" signs for north and southbound 20th Avenue. Dennis Peterson was asked to report on the request, and his letter of May 28 recommends installing the two right turn only signs.

On Tuesday, June 3, I handed Jerry Street a copy of all the correspondence, and asked him to have the contractor order and install the signing. June 4, Street asked the contractor to get the signs ordered.

On July 3, 1975, the right turn only signs, together with other permanent signing, was installed.

The accident occurred on June 11, 1975.

pq

Industrial Claims Service
INSURANCE ADJUSTERS
ONE S.W. COLUMBIA, SUITE 660 • PORTLAND, OREGON 97201 • TELEPHONE (503) 225-1170

July 28, 1975

Highway Division
State of Oregon
5821 N.E. Glisan Street
Portland, Oregon

Attention: Regional Planning Engineer

RE: Our Insured : City of Portland
Date of Loss : 6/11/75
Claimant : Utility Contractors, Curtis Braun, Glenn Stafford
Our File No. : 5-0003

Dear Sirs:

As representive for the City of Portland we are in receipt of a claim presented to us by John Glenn Insurance Adjusters. Their insured is Utility Contractors. On June 11th, 1975 their insured's driver, Curtis Braun, was involved in an accident with Glenn Sanford. Mr. Braun pulled from a stop sign on 20th and Powell, and crossed Powell striking Mr. Sanford.

It is alleged that the proximate cause of the accident was faulty design in a highway divider which obstructs the view between going South on 20th, and cars going East on Powell. As you are aware, Powell Boulevard is Highway 26 and is a state highway under the maintenance of the State of Oregon Highway Division. Under the circumstances, we are referring this matter to you for handling.

Enclosed is a letter from Dennis O'Leary of John Glenn Insurance Adjusters, and contact should made with him immediately. We would appreciate acknowledgement of this letter as soon as possible. If you have any questions, please call.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

David A. Hutchins

David A. Hutchins

Donald E

AP CE PE DE DA
METROPOLITAN ENGINEER
JUL 31 1975
EP TE UE FILE T/A

DH/bb
Encl.

cc: Mr. Dennis O'Leary
John Glenn Insurance Adjusters
1730 S.W. Skyline Blvd., Suite 206
Portland OR 97221

cc: Mr. Donald W. Eckton
City of Portland, Oregon
Bureau of Financial Affairs
Insurance and Claims
1020 S.W. Front Avenue
Portland, Oregon 97204

JOHN GLENN — INSURANCE ADJUSTERS

RICHARD TUFFS
BRANCH MANAGER

1730 S.W. SKYLINE BLVD. — SUITE 206
PORTLAND, OREGON 97221

RECEIVED
JUL [illegible] 1975
DAY
503

July 2, 1975

File No: 16589

Portland City Commissioner's
1220 SW 5th Ave.
Portland, Oregon 97204

Assured: Utility Contractor
D/L: June 11, 1975
Claimant: Glen Sandford
Location: 20th & SE Powell

Gentlemen:

We are investigating an accident involving Utility Contractors and Glen Sandford, : occurred on June 11th, 1975, at the intersection of SE 20th and Powell. Our invest indicates that the cause of the accident is due to the design of the cement abutmen dividing the east and west bound lanes of Powell and for this reason we are putting City of notice of a potential claim that maybe presented in the future.

Please accept this letter as your notice. I am enclosing a copy of the police report for your convenience. If you have any questions, please call.

Very truly yours,

JOHN GLENN INSURANCE ADJUSTERS

Dennis O'Leary

DO/jlm
encl.

JUL 08 1975
INSURANCE
& CLAIMS

JOHN GLENN – INSURANCE ADJUSTERS

RICHARD TUFFS
BRANCH MANAGER

1730 S.W. SKYLINE BLVD. – SUITE 200
PORTLAND, OREGON 97221

DAY OR NIGHT
503 297-1333

June 30, 1975 File No: P5189

State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. F.B. Klaboe

Assured: Utility Contractors
D/L: June 11, 1975
Claimant: Sandford, Glen
Location: SE 20th & Powell
Portland, Oregon

Dear Mr. Klaboe,

We represent the insurance carrier for Utility Contractors and their vehicle was involved in an accident June 11th, 1975 at 11:40am at the intersection of SE 20th, and Powell, Portland, Oregon. Our investigation indicates that the accident was caused due to the drivers of two vehicles not being able to see each other, as they approached the above intersection. The cause is due to the faulty design of the cement abutment dividing the east and westbound lanes of Powell Blvd, as you approach the intersection at SE 20th. For these reasons, we are placing you on notice of a possible claim which maybe made to the State Highway Department on behalf of one of the injured parties in the accident.

If you have any questions please call.

Very truly yours,

JOHN GLENN INSURANCE ADJUSTERS

Dennis O'Leary

DO/jlm

SE [✓ RE] [✓ RME] [✓ RCE] FAE
TE RECEIVED RSM
UE JUL 07 1975 RSC
SO REGION I RBI
ENV LOC

Police Report
75-44651

ESH

NOTED
E. S. HUNTER

cc Jack Jackson
[illegible]
cc Ed Hand
[illegible]

RECEIVED
STATE HWY ENGR
JUL 1 '75
REFER TO
FOR

Info	Invest	O/D	[illegible]	[illegible]	[illegible]	[illegible]

1141

cc: OSHD (H S Coulter) Wash DC (HHO-32)
Rossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 18	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH
Marion Craft, Metro Constr Engr, OSHD; Jerry Street, Res Engr, OSHD; Bruce Wasill, Engineering Trainee, FHWA.

DATE OF INSPECTION 6-26-75	INSPECTION MADE BY C. T. Christianson, Area Engineer	PROJECT NO. EPS-T-5025(18)

QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED % 121.5	WORK COMPLETED % 96

COPY

JUL 07 1975

Washington

S. E. 17TH AND POWELL BLVD. SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Structures

The scope of work covered by the contract included construction of roadbed and a plant-mix bituminous base and asphalt concrete pavement, construction of railroad and highway overcrossing structures, and construction of highway signing and illumination.

During the inspection one hazardous condition was noted. A smooth ramp runs up the gore area and is an open invitation to bicycle riders. Unfortunately, it terminates with approximately a 13-ft. drop to the walk below. It was suggested that a handrail be placed across the front of the ramp to prevent bicycles from running up it. The accompanying State engineers agreed it was a dangerous situation and agreed to have a handrail installed.

7-8-75
copies to:
Walt Hart
R.V. Bothman
Jerry Street
Bob [illegible]
Paul Olson

The contract has expired and the total estimated costs without liquidated damages are $3,405,973. The main reason for the overrun was due to several labor strikes which occurred during the scheduled construction time.

The engineer's weekly reports were inspected and found to be complete and up to date. The work itself is nearly completed and appears to meet all State and Federal specifications. The work remaining is of a minor nature and consists of handrail installation, painting, minor landscaping and final connection of the pumps to the drainage system.

RECEIVED
JUL 8 1975
Office of
Assistant State Highway Engineer

☐ CE ☐ PE ☐ DE ☐ UE
METROPOLITAN ENGINEER
JUL 09 1975
☐ PR ☐ TE ☐ UE ☐ FILE ☐ T/A

JOHN GLENN — INSURANCE ADJUSTERS

RICHARD TUFFS
BRANCH MANAGER

1730 S.W. SKYLINE BLVD. — SUITE 206
PORTLAND, OREGON 97221

DAY OR NIGHT
503 297-1333

CERTIFIED, RETURN RECEIPT REQUESTED July 31, 1975 File No: P5189

Oregon State Attorney General
Salem, Oregon 97310

Assured: Utility Contractors
D/L: June 11, 1975
Claimant: Sandford, Glen

Gentlemen:

We are investigating an accident that occurred June 11th, 1975 at the intersection of SE 20th and Powell Blvd., in Portland, Oregon. Our investigation indicates that the cause of this accident was the design of the highway on SE Powell. I am enclosing a copy of the Portland Police Investigation, for your convenience. We are placing you on notice of this accident, as there maybe a future claim presented to the State and Highway Department. Your acknowledgement of the receipt of this letter is appreciated.

Very truly yours,

JOHN GLENN INSURANCE ADJUSTERS

Dennis O'Leary

DO/jlm
encl.

NATIONAL ASSOCIATION INDEPENDENT INSURANCE ADJUSTERS

10

75 44651

A. Case Number 75 44651
B. Classification
C. Accompanying Reports
Vch. ☐ Prop. ☐ Special ☐ Custody ☐ Person ☐
D. Reported Date 6-11-75
Reported Time 1141 AM

Traffic Accident
REPORT
City of Portland, Bureau of Police

4141

4914

COMPUTER ENTRY
PERSONS
VEHICLE
CRIME
PROPERTY ☐
BOOKING ☐
Date ________ Opr. ________

Type
☐ FATAL ☑ INJURY ☐ PROPERTY DAMAGE

ACCIDENT INVOLVED MOTOR VEHICLE AND ☑ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☐ Motorcycle ☐ Fixed Object ☐ Non-Collision ☐ Anim ☐ Anim ☐ Other

Date Occurred -11-75
2. Time 1140
3. Location of Occurrence SE 20th Ave/~~ȝkp~~ at Powell Blvd. ISEC 4
Traffic Control Devices ☐ None ☑ Type Stop Signs

CODE FOR INJURY (Mark the first one that applies)
K—DEAD BEFORE REPORT MADE
A—INCAPACITED—Unconscious, Could Not Walk Broken or Distorted Limbs, etc.
B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping
C—POSSIBLE— consciousne
D—NO INJUR

UNIT No. 1 — MOTOR VEHICLE

6. Driver: Last Name First Middle BRAUN, CURTIS JON
CRN 223604
7. Residence 17005 SW TRACEY LAKE GROVE OREGON
8. Phone 636-5091
12. Operator's License No. 1968611
13. State Ore
14. Type Reg
15. Owner's Name and Address UTILITY CONTRACTORS - ADD UNKNOWN
Seat
16. Occupant: Last Name First Middle
CRN
17. Residence
18. Phone
22.
23.
24.
28.
29.
30.
34. License Number FGA 978
35. Lic. State Ore
36. Lic. Year 76
37. Vehicle Removed By/To towed by Newhouse Tow
38. Vehicle Year 72
39. Make/Model FORD/ECOLO
40. Body Style VAN
41.
Is Vehicle Drivable? ☐ Yes ☑ No
42. Damage Sustained. FR-3/BR-2

UNIT No. 2 — MOTOR VEH., PED., OTHER

43. Driver, Ped., Other: Last First Middle SANFORD, GLEN
CRN 223606
44. Residence POBX 571 N. Plains, ORE
45. Phone 647-77
49. Operator's License No. 379 527
50. State Ore
51. Type Reg
52. Owner's Name and Address CARTER BRIDGE & ASSOC 5331 SW MACADA
Seat
53. Occupant: Last Name First Middle
CRN
54. Residence
55. Phone
59.
60.
61.
65.
66.
67.
71. License Number LMD 391
72. Lic. State Ore
73. Lic. Year 76
74. Vehicle Removed By/To towed by Newhouse Tow
75. Vehicle Year 70
76. Make/Model MAV/FORD
77. Body Style 2dr
78.
Is Vehicle Drivable? ☐ Yes ☑ No
79. Damage Sustained LF-4/BC-3

Primary Cause 41 FAIL Yield R.O.W. 08
81. Secondary Cause # 2 Excessive Speed
82. Actions Taken NONE
Reporting Off(s)
Prec./Div.
Relief/Shift
Assn./Dist.
R/C Times 1141 1141

75 4465!

Traffic Accident
REPORT

City of Portland, Bureau of Police

4141

4914

COMPUTER ENTRY
PERSONS ☐ 4141
VEHICLE ☐ 4141
CRIME ☐
PROPERTY ☐
BOOKING ☐
Date ________ Opr. ________

DISTRIBUTION
☐ Central ☐ Dets ☐ DA
☐ East ☐ JUVS ☐
☐ North ☐ WPD ☐
☒ Traffic ☐ Vice ☐ O.S.B.

DMO

☐ Person ☐

AM

ACCIDENT INVOLVED MOTOR VEHICLE AND ☒ One Other Vehicle ☐ Two or More Vehicles ☐ Pedestrian ☐ Railroad train ☐ Bicycle/Tricycle ☐ Motorcycle ☐ Fixed Object ☐ Non-Collision ☐ Animal ☐ Animal-drawn Vehicle ☐ Other ☐

3. Location of Occurrence: SE 20th Ave/SE Powell Blvd. ISEC 4

4. Computer Entry: 2236

CODE FOR INJURY (Mark the first one that applies)
K—DEAD BEFORE REPORT MADE
A—INCAPACITED—Unconscious, Could Not Walk Broken or Distorted Limbs, etc.
B—NONINCAPACITATED—Lump, Abrasion, Cuts, Limping
C—POSSIBLE—Momentary Unconsciousness, Pain, Nausea
D—NO INJURY APPARENT
Place an O under BELT if not installed; XX

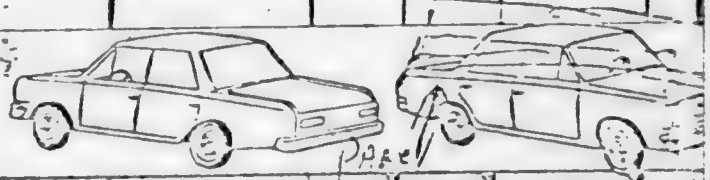
GNS

First	Middle	CRN	7. Residence	8. Phone	9. Sex	10. Race	11. D.O.B.
TIS	JON	223604	17005 SW TRACEY LAKE GROVE OREGON	636-5091	M	W	3-31-58

13. State: Ore
14. Type: Reg
15. Owner's Name and Address: UTILITY CONTRACTORS - ADD UNKNOWN

First	Middle	CRN	17. Residence	18. Phone	19. Sex	20. Race	21. D.O.B.
			23.	24.	25.	26.	27.
			29.	30.	31.	32.	33.

State
36. Lic. Year: 76
37. Vehicle Removed By/To: towed by Newhouse Tow
40. Body Style: VAN
41. Is Vehicle Drivable? ☐ Yes ☒ No
42. Damage Sustained: FR-3/BR-2

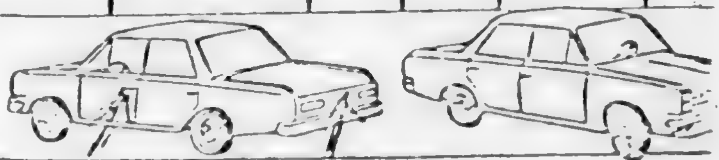


First	Middle	CRN	44. Residence	45. Phone	46. Sex	47. Race	48. D.O.B.
		223606	PO BX 571 N. Plains, ORE	647-7727	M	W	4-25-20

50. State: Ore
51. Type: Reg
52. Owner's Name and Address: CARTER BRIDGE & ASSOC 5331 SW MACADAM

First	Middle	CRN	54. Residence	55. Phone	56. Sex	57. Race	58. D.O.B.	Inj
			60.	61.	62.	63.	64.	
			66.	67.	68.	69.	70.	

State
73. Lic. Year: 76
74. Vehicle Removed By/To: towed by Newhouse Tow
77. Body Style: 2Dr
78. Is Vehicle Drivable? ☐ Yes ☒ No
79. Damage Sustained: LF-4/BL-3



08
81. Secondary Cause: # 2 Excessive Speed
82. Actions Taken (Citations, etc.): NONE

Prec./Div. | Relief/Shift | Area/Dist. | R/C Times 1141 | 1141 | Approved By:

15 MAR '75

75 44651

SEE BELOW FOR ADDITIONAL WITNESS

Witnesses 83. Last Name First Middle BOLAS, John	84. Res. Address 1700 NE 126 VANC. WASH	85. Res. Phone 573-2780
86. DUVAL, RONALD	87. 13525 SE BRIGGS Milwaukie	88. 659 6968

91. Weather (✓1)
☑ Clear
☐ Raining
☐ Snowing
☐ Fog
☐ Other

89. Injured Taken To ST. VINCENTS HOSP

90. By BUCK AMB

	Legal	Stated	Est. Init.	Est. Impact	Skidmarks
94. No. 1 Speeds	25	10-15	10-15	10-15	NONE
95. No. 2 Speeds	30	30	40-45	15-20	70' R.R. 68' L.R. 70' RF + 70' L.F. (NEW BLACK

96. No. 1 Position on Arrival: 7' W of E 20th + AT South curb Powell pointed West

Mov. Before Arrival? NO

97. No. 2 Position on Arrival: 9' E of E. 20th + 5' N of S Powell pointed

98. Point of Impact and How Determined: 6' E of W curb 20th + 13' N of S. Powell by #2'S SKID, STATEMENTS, #1'S SIDESKID & De

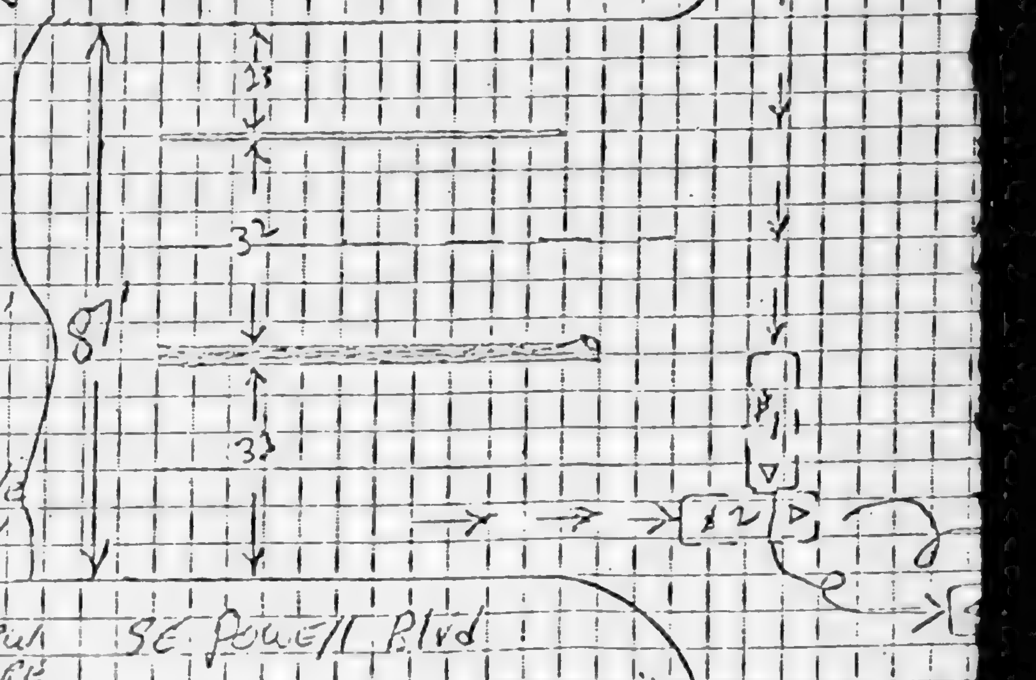
99. DRAW A SKETCH: T.O.P. of I. T.O.P. on A. INDICATE NORTH: (By Arrow)

#1 STATED HE WAS CROSSING POWELL, SOUTH ON 20TH. HE HAD STOPPED BEFORE CROSSING. HE DIDN'T SEE #2 UNTIL THEY HIT. HE thought that THE DIVIDER OBSTRUCTED his view.

#2 STATED HE WAS EAST ON POWELL AND THAT #1 DIDN'T STOP. HOWEVER #2 ALSO STATED HE SAW #1 just before they hit so he couldn't tell if he had stopped or not.

WITNESSES ALL STATE #1 CROSSING SOUTH ON 20TH & #2 EAST ON POWELL. NONE SAW #1 UNTIL after he had ENTERED SO NONE could say he did or didn't STOP.

ADDITIONAL WITNESS:
SCHMIDT, LARRY
10830 NW Reeves
646-9410



INVESTIGATION Shows #2 had considerable skid also, the impact caused both to turn around and go in #2's direction. I feel #2 was in excess of the 30 MPH posted speed. The pavement is new blacktop and with the warm temperature the drag factor would have been reduced. However #2'S skid would indicate 30-35 MPH without any impact. Add the impact to #2's skid + he would have had to been going something over 40, possibly 45 MPH.

WITNESS DUVAL STATED #1 WAS FLIPPED [illegible]

15 MAR '75 75 44651

R ADDITIONAL WITNESS

...ast First	Middle	34. Res. Address 1700 NE 136 VANC. WASH	35. Res. Phone 573-2780	91. Weather (✓ 1) ☑ Clear ☐ Raining ☐ Snowing ☐ Fog ☐ Other
...D		87. 13525 SE BRIGGS MILWAUKIE	88. 659 6968	92. Rd. Cond. (✓ 1) ☑ Dry ☐ Wet ☐ Snowy ☐ Icy ☐ Other
HOSP	90. By	BUCK AMB		93. ... ☑ ... ☐ ... ☐ ... ☐ Dark... ☐ Other

Est. Init.	Est. Impact	Skidmarks
10-15	10-15	NONE
40-45	15-20	70' R.R. 68' L.R. 70' RF + 70' L.F. (NEW BLACK TOP)

...outh curb Powell pointed west — Mov. Before Arrival? NO

97. No. 2 Position on Arrival: 9' E/E. 20th + 5' N/S Powell pointed west — Mov. Before Arrival? NO

...ermined: ...0th + 13' N/S. Powell by #2'S SKID, STATEMENTS, #1'S SIDESKID + DEBRIS

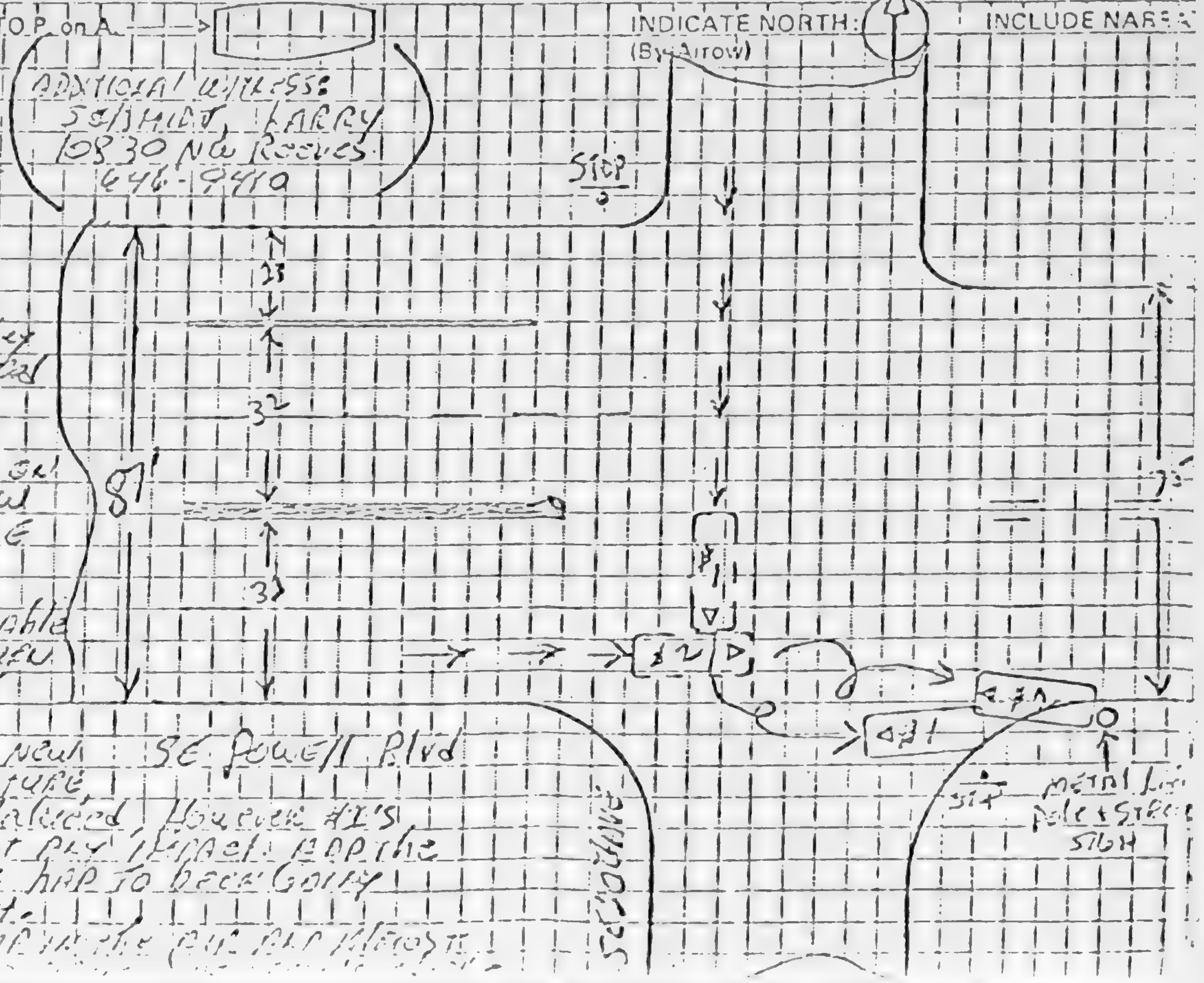
...of I. ...... T.O.P. on A. ——>

...O CROSSING POWELL,
... HE HAD STOPPED
... HE DIDN'T SEE #2
...T. HE thought that
...structed his views.

...AS EAST ON POWELL
...'T STOP. HOWEVER #2
...SAW #1 just before they
...n't tell if he had stopped

...E #1 CROSSING SOUTH ON
...ON POWELL. NONE SAW
... HAD ENTERED SO NONE
...D OR DIDN'T STOP.

...as #2 had considerable
...ACT CAUSED BOTH TO TURN
...N #2'S DIRECTION. I
...N EXCESS OF THE 30
...D. THE PAVEMENT IS NEW
...ITH THE WARM TEMPERATURE,
... would have been reduced. However #1'S
...E 30+35 MPH without any impact. And the
...KID + HE could have had to been going
...40, possibly 45 MPH.
...ted #1 was flipped up in the air and almost...



ADDITIONAL WITNESS:
SCHMIDT, LARRY
10830 NW Reeves
646-9410

July 31, 1975

Mr. C. T. Babers, Superintendent
Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

Attention: Mr. R. L. Johnston

Contract 7741

Dear Sir:

All work under Contract No. 7741, S.E. 17th and Powell Blvd. Section of the Mt. Hood Highway in Multnomah County was completed July 11, 1975.

In accordance with the agreement with your company, complete and final billing for all railroad work on this project is to be submitted on or before Nov. 8, 1975.

Very truly yours,

C. T. Keasey
Construction Engineer

RDC:bb

cc: Gene Hickam
J. E. Chidsey
R. D. Church

B

July 31, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. ESP-T-5025(18)

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Contract Acceptance

Contract 7741, Work Completed July 11, 1975

Project S.E. 17th and Powell Blvd.

Highway Mt. Hood

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date ____________________

G. L. Green
Division Engineer

RC:bb

cc: F. B. Klaboe
C. T. Keasey
R. D. Church

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.E. 17th. & Powell Blvd.

WEEK ENDING: July 26, 1975

SECTION PREFIX: 26-0608

HIGHWAY: Mount Hood

COUNTY: Multnomah

NAME OF JOB: S.E. 17th. & Powell Blvd.

KIND OF WORK: Grading, Paving, Structures, Signing and Illumination.

CONTRACTOR: Donald M. Drake Company

CONTRACT NUMBER: 7741

FEDERAL AID PROJECT NUMBER: EPS-T-5025(18)

DATE OF CONTRACT: May 17, 1972

DATE WORK STARTED: June 1, 1972

ESTIMATED COMPLETION DATE: July 11, 1975

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 1 SUPERVISION: 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 885

SPECIFIED COMPLETION DATE:

WORK DAYS USED:

CALENDAR DAYS USED: 1095

PERCENT OF TIME ELAPSED: 123.7 %

PROJECT AUTHORIZATION: $ 3,327,120.34

EXCLUSIVE OF ENGINEERING: $ 2,957,440.30

ENGINEERING AUTHORIZATION: $ 236,595.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0 %

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 2,996,940.91

ENGINEERING COST TO DATE: $ 368,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.0 %

ESTIMATED PERCENT: *OVERRUN 1.34 %

PERCENT OF AUTHORIZATION: 155.5 %

DATE PROJECT WAS COMPLETED: July 11, 1975

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	PAVE.	MAT'L. PROD.	TP&D of Tr.
100	100	100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.40				
MILES PARTIALLY COMPLETED	0			0.40	0.40
MILES COMPLETED	0			0	0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	62,000 cy			0	0
TOTAL QUANTITIES CORRECTED TO DATE	62,000 cy			19,000 t	7,100 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				20,250 t	8,000 t
AVERAGE DAILY QUANTITIES	0			20,250 t	8,000t
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	0
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1-Pickup Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9917	9938	Ret. Wall	Pmpg Sta	RR Shoofly	Roadway Signing	Roadway Illum.	66"-90" Sewers
PERCENT	100	100	100	100	100	100	100	100

	Calendar WEATHER	XXXX DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		Calendar Day Charges were stopped 7-11-75.
MONDAY	Fair	0		
TUESDAY	Fair	0		
WEDNESDAY	Fair	0		
THURSDAY	Fair	0		
FRIDAY	Cloudy	0		Final Inspection held Today.
SATURDAY		0		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

July 20 SUNDAY	No Activity.
July 21 MONDAY	Misc. cleanup.
July 22 TUESDAY	No Activity.
July 23 WEDNESDAY	No Activity.
July 24 THURSDAY	No Activity.
July 25 FRIDAY	No Activity. Final Inspection Held Today By Federal, City, Railroad and State.
July 19 SATURDAY	Touchup painting and misc. cleanup.

REMARKS

SUMMARY: Completed misc touchup painting and cleanup work.

Final Inspection was made on July 25, 1975 by Federal, Railroad, City and State Personnel. Second Notification submitted on July 25, 1975.

No Further Weekly Reports will be submitted for this project.

Anticipated Date for Submittal of Semi-Final is September 19, 1975. ?

(FINAL WEEKLY REPORT)

SIGNED Jerry C. Street LOCATION Portland
Jerry C. Street, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

CON

2

4

T-41

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

DATE: July 22, 1975

TO: C. W. Head R. Church
J. Bond C. Barrett

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT:

TCD No. 4 163587 in the amount of $335,000.00 has been deposited in lieu of retainage, replacing a matured certificate, on the following contracts:

Contract	Contractor	Safekeeping Receipt	Amount	Cancelled Receipt	Net Increase
7866	Gordon Ball	1599	$ 81,000.00	1582	$ 5,000.00
7741	Donald Drake	1600	14,000.00	1580	---
7937	Donald Drake	1601	240,000.00	1581	25,000.00

Copies of the Safekeeping Receipts and transmittal letters will be filed, in the contract files, in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1600

Received for Account of Donald M. Drake Company

Date July 21, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit dated 7/21/75 due 8/20/75 5.875% U.S. National Bank of Oregon Ladd & Bush-Salem Branch	4 163587	part	335,000				$ 14,000.00
							$ 14,000.00

Purpose of Deposit In lieu of retainage on State Highway contract No. 7741

Authority ORS 279.575

Countersigned by Emily Rohde ~~Deputy Cashier~~

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

2
1
2
5

State of Oregon
Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 21, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald M. Kane

Gentlemen:

Enclosed please find Oregon State Treasury Department Safekeeping Receipts as follows:

#1601 covering TCD #4 163587 dated 7/21/75 Hiway Contract #7937
#1600 covering TCD 4 163587 dated 7/21/75 Hiway Contract #7741

Total coverage $254,000.00.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Attn. Dick Hacek

We have cancelled Safekeeping Receipts #1580 and 1581.

RECEIVED
JUL 22 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: July 3, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7741

TCD No. 4163526, in the amount of $70,000.00, has been deposited in lieu of retainage on contract 7741. (Safekeeping Receipt 1592).

This replaces Polk County Bonds 13/26, which have matured. (Safekeeping Receipt 1265). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

A

SAFEKEEPING RECEIPT

№ 1592

Received for Account of Donald M. Drake Co.

Date July 1, 1975

Address 1740 N. W. Flanders St.
Portland, Orggon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit dated 7/1/75 due 7/31/75 5.625% U.S. National Bank of Oregon Salem, Oregon	# 4 163526	1	100,000				$ 70,000.00
							$ 70,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by Emily Rohde ~~Deputy Cashier~~

James A Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 1, 1975

Donald M. Drake Co.
1740 N. W. Flanders St.
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipt No. 1592, dated July 1, 1975, in the amount of $70,000.00 Highway Contract No. 7741, covering TCD #4 163526 drawn on Salem Branch, U.S. National Bank of Oregon.

Also Safekeeping Receipt No. 1593, dated July 1, 1975, in the amount of $30,000.00 Highway Contract #7937, covering TCD # 4 163526 drawn on Salem Branch, U.S. National Bank of Oregon.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Dick Hacek

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 1, 1975

Donald M. Drake Co.
1740 N. W. Flanders St.
Portland, Oregon 97209

Attention Donald B. Kane

Gentlemen:

At your request we are enclosing the following securities:

$70,000.00	Polk County S.D. #2 Bonds	#13/26	@ $5,000.00	each due 1/1/75	- 6%
10,000.00	Damascus Water Dist. Bonds	#89/98	@ $1,000.00	each due 7/1/75	- 4%
20,000.00	Clackamas Co. S.D. #53 Bds	#9/12	@ 5,000.00	each due 7/1/75	- 8%
100,000.00	Total				

We are also enclosing our invoice in the amount of $27.55 to cover the cost of returning the bearer bonds to you.

Kindly acknowledge receipt of the above described bonds by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Attn. Dick Hacek

P.S. This will cancel State Treasurer's Safekeeping Receipts No. 1265, No. 1276, and No. 1297.

COPY

STATE COPY R

cc: OSHD (H S Coulter) Wash DC (HHO-32)
Hossner

U.S. ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INTERMEDIATE AND FINAL INSPECTION REPORT

(Check appropriate box) ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 18	COUNTY Multnomah	DIVISION Oregon

IN COMPANY WITH Marion Craft, Metro Constr Engr, OSHD; Jerry Street, Res Engr, OSHD; Bruce Wasill, Engineering Trainee, FHWA.

DATE OF INSPECTION 6-26-75	INSPECTION MADE BY C. T. Christianson, Area Engineer	PROJECT NO. EPS-T-5025(18)	
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED % 121.5	WORK COMPLETED % 96

COPY SE

JUL 0 7 1975

Washington

S. E. 17TH AND POWELL BLVD. SECTION
MT. HOOD HIGHWAY
Grading, Paving, and Structures

The scope of work covered by the contract included construction of roadbed and a plant-mix bituminous base and asphalt concrete pavement, construction of railroad and highway overcrossing structures, and construction of highway signing and illumination.

During the inspection one hazardous condition was noted. A smooth ramp runs up the gore area and is an open invitation to bicycle riders. Unfortunately, it terminates with approximately a 13-ft. drop to the walk below. It was suggested that a handrail be placed across the front of the ramp to prevent bicycles from running up it. The accompanying State engineers agreed it was a dangerous situation and agreed to have a handrail installed.

The contract has expired and the total estimated costs without liquidated damages are $3,405,973. The main reason for the overrun was due to several labor strikes which occurred during the scheduled construction time.

The engineer's weekly reports were inspected and found to be complete and up to date. The work itself is nearly completed and appears to meet all State and Federal specifications. The work remaining is of a minor nature and consists of handrail installation, painting, minor landscaping and final connection of the pumps to the drainage system.

RECEIVED
[illegible] 1975
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

Form FHWA-1446A (12-73) Formley PR-33B

Previous Editions Of PR-33 B Will Not Be Used.

7741

R

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: C. W. Head R. Church
J. Bond C. Barrett

DATE: June 23, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7741

TCD No. 4163509, in the amount of $14,000.00, has been deposited in lieu of retainage on contract 7741. (Safekeeping Receipt 1580).

This replaces TCD no. 4163451, $14,000.00, which has matured. (Safekeeping Receipt 1568). The amount on deposit remains the same.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

5

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

June 23, 1975

Donald M.Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald H. Kane

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipts No. 1580, dated June 23, 1975, in the amount of $14,000.00 and Safekeeping Receipt No. 1581, dated June 23, 1975, in the amount of $215,000.00, covering TCD No. 4 163509 drawn on U.S. National Bank of Oregon- Ladd & Bush-Salem Branch.

We have Credited State Highway contract No. 7741 - $14,000.00
We have credited State Highway contract No. 7937 - 215,000.00

This cancels Safekeeping Receipts No. 1568 and 1569.

We have mailed a receipt to Gordon H. Ball in the amount of $76,000.00

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosures

cc: State Highway Division; Atth. Dick Hacek

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

4

SAFEKEEPING RECEIPT

№ 1580

Received for Account of Donald M. Drake Company

Date June 23, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit Dated 6/20/75 Due 7/21/75 U.S. National Bank of Oregon, Ladd & Bush Salem Branch	4 163509	part	305,000				$ 14,000.0
							$ 14,000.0

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Emily Rohde ~~Deputy~~ Cashier

James A. Redden
State Treasurer

SPECIAL INSTRUCTIONS

7741

R

STATE OF OREG

HIGHWAY DIVISION

INTERO E MEMO

TO: C. W. Head Robert Church
John Bond Charles Barrett

DATE: May 23, 1975

FROM: R. J. Hacek RJH
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7741

TCD No. 4-163451, in the amount of $14,000, has been deposited in lieu of retainage on Contract 7741. (Safekeeping Receipt 1568)

This replaces TCD No. 4-187497, which has matured. (Safekeeping Receipt 1551) The amount on deposit is increased by $4,000.

A copy of the Safekeeping Receipt and transmittal letter will be filed in the contract file in the Commission & Staff Services office.

RJH:njc
Attachments

OREG[illegible] STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1568

Received for Account of Donald M. Drake Company

Date May 21, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DINOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit dated May 21, 1975 due June 20, 1975 5.25% U.S. National Bank of Oregon, Ladd & Bush Branch	#4 163451	part	20,000				$ 14,000.0
							$ 14,000.0

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Emily Rohde
Deputy Cashier

James A Redden
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

May 21, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attention Donald M. Kane

Gentlemen:

Enclosed please find State Treasury Department Safekeeping Receipts:
No. 1569, dated May 21, 1975, in the amount of $190,000.00

We have credited State Highway Contract No. 7937.

No. 1568, dated May 21, 1975, in the amount of $14,000.00
We have credited State Highway Contract No. 7741.

The above are covered by TCD No. 4 163451, drawn on U.S. National Bank of Oregon, Ladd & Bush-Salem Branch.

We have cancelled Safekeeping Receipts No. 1552, 1551, and 1275.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division, Attn: Dick Hacek

COPY

7741

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

May 1, 1975

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: F. B. Klaboe
State Highway Engineer

BUILDING

SUBJECT: S. E. 14th Avenue
Pedestrian Overcrossing
17th & Powell Blvd. Sec.
Mt. Hood Highway
Multnomah County
Contract No. 7741

For your information and review, enclosed is a copy of a Memorandum of Understanding dated September 22, 1970 signed by the City of Portland, the Oregon State Highway Commission and the Southern Pacific Transportation Company. This Certificate of Understanding amends the tri-party agreement calling for the construction and maintenance of the 17th & Powell project and is made a part hereof. It is an agreement to apportion the costs of a pedestrian overcrossing of the Southern Pacific railroad tracks of S.E. 14th Avenue among the signators of the memorandum.

The City of Portland has filed an application with the Public Utility Commissioner's office for the construction of this pedestrian overcrossing. The PUC application states that the apportionment of the costs shall be equally distributed among the three parties. In discussing the PUC application with Jack Sollis, he and I were both unable to find any copy of this Memorandum in either the Legal files or my files on this project. This copy of the memorandum was furnished to Jack by the Southern Pacific Transportation Company's General Attorney in Portland. Jack has questioned its validity from the standpoint that it apprently does not have the approval of the State Highway Commission and he has asked me to present this to you for a decision as to how we should proceed.

It would appear that if we honor this agreement, it will be necessary to obtain the approval of the Oregon Transportation Commission to legalize the action.

Please review this matter and advise both Jack Sollis and I as to how we should proceed. If any further information is required, please contact either Jack or me.

JEC:jk
Enc.

cc: J. L. Sollis
~~R. L. Schroeder~~
J. B. Boyd

RECEIVED
MAY 1 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

7741 R

STATE OF OREG[illegible] INTERC[illegible]E MEMO
HIGHWAY DIVISION

TO: C. W. Head R. Church DATE: April 29, 1975
J. Bond C. Barrett

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake
Contract 7741

$10,000.00 of TCD 4-187497 (Safekeeping Receipt 1551) has been deposited in lieu of retainage on contract 7741. This replaces TCD 4-180885 (Safekeeping Receipt 1532) which has matured. There is no change in the total amount on deposit on this contract.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1551

Received for Account of Donald M. Drake Co.

Date April 25, 1975

Address 1740 N.W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	#4 187497	part	220,000				$ 10,000.00
Dated April 21, 1975 Due May 21, 1975 5.75%							
U.S. National Bank of Oregon, Portland							
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

12

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 25, 1975

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipts as per your letter dated April 21, 1975. #1550 in the amount of $30,000.00 for Contract No. 7937, #1551 in the amount of $10,000.00 for contract No. 7741, and #1552 in the amount of $165,000.00 for contract No. 7937 all with State Highway Division.

Also enclosed is Time Certificate of Deposit No. 4 180885, in the amount of $170,000.00, due April 21, 1975, and Washington County School District #15 bearer bonds, in the amount of $30,000.00, dated May 1, 1974, due May 1, 1975, Nos. 2/7 @ $5,000.00 each.

We have cancelled State Treasurer's safekeeping receipts No. 1534, 1247, and 1532.

We are enclosing our invoice in the amount of $9.85, to cover the cost of returning the bearer bonds to you.

Kindly acknowledge receipt of these securities by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Oregon State Highway Division, Dick Hacek

COPY

S-2660-B

Southern Pacific
Transportation Company

Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

April 9, 1975

IN REPLY PLEASE REFER TO
GMO 72773
0-0-69-25

Mr. R. P. Webber, Project Engineer
Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Dear Mr. Webber:

Referring to State Project No. 7741, 17th & Powell Boulevard and your insurance covering same.

This is to inform you that your Eldorado Insurance Company Policy No. GLA 72 71628 expires April 30, 1975. Please furnish us with endorsement, extending your policy prior to expiration date, so that it will not be necessary to stop work on the project due to lack of insurance.

Yours truly,

C. T. Babers

☞

cc: Mr. J. E. Chidsey, P.E.
Railroad & Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Mr. Jerry C. Street
Resident Engineer
Oregon State Highway Division
Metropolitan Region
5821 N. E. Glisan Street
Portland, Oregon 97213

xc: C. W. Head
C. T. Krosey
R. N. Polhemus

NOTED
J. E. CHIDSEY

NOTED
C. W. HEAD

7741

STATE OF OREG[illegible]
HIGHWAY DIVISION

INTERC[illegible]CE MEMO

TO: C. W. Head Contract Payments
J. Bond C. Barrett

DATE: March 25, 1975

FROM: R. J. Hacek JP for
Accounting Systems Officer

SUBJECT:

TCD 4-180885 has been deposited in lieu of retainage, replacing matured securities, on the contracts listed below:

		Matured Security		New Security		
Contract	Contractor	Rect. No.	Amt.	Rect. No.	Amt.	Net Increase
7937	Drake	1274	30,000			
7937	Drake	1396	10,000			
7937	Drake	1524	80,000	1534	120,000	0
7741	Drake	--	--	1532	10,000	10,000
7866	Ball	1273	15,000			
7866	Ball	1523	20,000	1533	40,000	5,000
Total			155,000		170,000	15,000

A copy of the Safekeeping Receipt and transmittal letters will be filed, in the applicable contract files, in the Commission and Staff Services office.

JP:pl

1-125-1387

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1533

Received for Account of Gordon H. Ball, Inc.

Date March 24, 1975

Address P.O. Box 897
Renton, Washington 98055

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit U.S. National Bank of Oregon, Portland Dated March 20, 1975 Due April 21, 1975 5.75%	4-180885	part	170,000				$ 40,000.0
							$ 40,000.0

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7866

Authority ORS 279.575

Countersigned by

Emily Lohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 24, 1975

Gordon H. Ball Company, Inc.
P. O. Box 897
Renton, Washington 98055

Gentlemen:

Enclosed please find Oregon State Treasurer's Safekeeping Receipt No. 1533, dated March 24, 1975, in the amount of $40,000.00.

We have credited State Highway Contract No. 7866.

This new Safekeeping Receipt cancels receipts No. 1523 and No. 1273.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosure

cc: State Highway Department, Dick Hacek
cc: Donald M. Drake Company

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1534

Received for Account of Donald M. Drake Company

Date March 24, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	4-180885	part	170,000				$ 120,000.00
U.S. National Bank of Oregon, Portland							
Dated March 20, 1975 Due April 21, 1975 5.75%							
							$ 120,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7937

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1532

Received for Account of Donald M. Drake Company

Date March 24, 1975

Address 1740 N. W. Flanders Street
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
Time Certificate of Deposit	4-180885	part	170,000				$ 10,000.00
U.S. National Bank of Oregon, Portland							
Dated March 20, 1975							
Due April 21, 1975 5.75%							
							$ 10,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Emily Rohde Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 24, 1975

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Attention: Donald B. Kane

Gentlemen:

Enclosed is Oregon State Treasurer's Safekeeping Receipt No. 1532 dated March 24, 1975, in the amount of $10,000.00. We have credited State Highway contract No. 7741

Also enclosed is Oregon State Treasurer's Safekeeping Receipt No. 1534, dated March 24, 1975, in the amount of $120,000.00. We have credited State Highway contract No. 7937.

As per your instructions we are returning the following securities:

	#7866		#7937	
TCD # 4-180742	$20,000.00	1523	$ 80,000.00	1524
Mult-Clack Co. UHSD U2-20 Jt. Bonds No. 123/125, (5,000 each)	15,000.00	1273		
Port of Astoria Bond No. 391/420 1,000.00 each			30,000.00	1274
Wash. Co. SD #48 Bonds No. 169/70 5,000.00 each			10,000.00	1396
	$35,000.00		$120,000.00	

The above cancels State Treasurer's safekeeping receipts #1524, #1274, and #1396 account of Donald M. Drake. No. 1523 and No. 1273 account of Gordon H. Ball, Inc.

We are also enclosing our invoice in the amount of $2.40 to cover the cost of returning bearer bonds to you.

Kindly acknowledge receipt of the above securities by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By:
Emily Rohde

Enclosures
cc: State Highway Divsn., Dick Hacck

COPY

7741

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

January 13, 1975

Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Donald M. Drake Co.
Contract 7741

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

City of Beaverton bonds 3/6 for $20,000.00 have been deposited in lieu of retainage on contract 7741 (Treasurer's Receipt No. 1483). City of Medford, bonds 43/47 for $25,000.00, Treasurer's Receipt No. 448, have been returned to the contractor. These transactions result in a net decrease of $5,000.00 on deposit on contract 7741.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1483

Received for Account of Donald M. Drake Co.

Date Jan. 8, 1975

Address 1740 N.W. Flanders St.
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon, County of Washington City of Beaverton General Obligation improvement bonds 6.50% dated Dec. 15, 1974 Due Dec. 15, 1975	3/6	4	5,000				20,000.00
							20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741 17th and Powell

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 9, 1975

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attn: Donald Kane, Vice Pres.

Gentlemen:

Reference your letter dated December 30, 1974, and per instructions from the Oregon State Highway Division, please find enclosed Oregon State Treasury safekeeping receipt number 1483, dated Jan. 8, 1975, covering $20,000.00 City of Beaverton G.O. Bonds due December 15, 1975, numbers 3/6 (4) @ $5,000.00 each.

Per your request we are also returning $25,000.00 City of Medford Bonds numbers 43/47 (5) @ $5,000.00 which matured on November 1, 1974.

We are enclosing our invoice in the amount of $1.60, which includes all charges incurred in forwarding the bonds.

Kindly acknowledge receipt of these bonds by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

RECEIVED
JAN 9 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JAN 10 1975
Contract Acctg.

COPY

7741

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON

December 18, 1974
Salem

FROM: R. J. Hacek RJH
Accounting Systems Off.

SUBJECT: Donald M. Drake
Contract 7937
Contract 7741

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

The following Treasurer's Receipts have been issued to record bonds deposited in lieu of retainage on contract 7937:

Rect. No. 1465	Bonds 99/110 for	$12,000.00
Rect No. 1466	Bonds 101/111 for	$11,000.00
Rect. No. 1467	Bonds 761, 787/801 for	$16,000.00

Treasurer's Receipt 1469 (bonds 89/99 - $11,000.00) has been issued to record a deposit in lieu of retainage on contract 7741.

Copies of the above Treasurer's Receipts and letter will be filed (in the contract file) in the Commission and Staff Services office.

JP:pl

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1469

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.

Date Dec. 17, 1974

Address 1740 N.W. Flanders St.
Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Douglas North Roseburg Sanitary Dist. Building Bonds 3¼% dated Apr. 1, 1963 Due Apr. 1, 1976	89/99	11	1,000				11,000.00
							11,000.00

RECEIVED
DEC 18 1974
Contract Accts.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

December 17, 1974

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Attn: Donald B. Kane, Vice Pres. Finance

Gentlemen:

Reference your letters dated December 11, 1974, please find enclosed Oregon State Treasury safekeeping receipts numbers 1465/1469 in the total amount of $64,000.00 as indicated below:

Company	Amount	Contact No
Donald Drake Company	$ 11,000.00	7741
Donald Drake Company	16,000.00	7937
Donald Drake Company	11,000.00	7937
Donald Drake Company	12,000.00	7937
Gordon H. Ball Inc.	14,000.00	7866
Total	$ 64,000.00	

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

RECEIVED
DEC 18 1974
Contract Acctg.

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek
cc: Gordon H. Ball Inc. P.O. Bx 897, Renton, Washington

COPY

#7741

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 18, 1974

Southern Pacific Transportation Co.
475 Brannan Street
San Francisco, CA 94107

Attention: Mr. W.W. Watson

We are in receipt of your letter of September 9, 1974, sent by registered mail, and demanding payment for your bill #401607 in the amount of $13,254.28.

As you have previously been informed, several times, this bill was incurred on the 17th and Powell Project in Portland.

Costs are being accrued on this project in accordance with a tri-party agreement dated March 17, 1970 between the City, State, and Railroad, with each participant to share total costs equally.

Costs accrued to date by each party are as follows:

State of Oregon	$2,284,855.51
City of Portland	1,150,000.00
Southern Pacific RR	117,528.91
Total	$2,552,414.41

If you are that impatient to settle this account, you could do so by taking your 1/3 share of $1,184,138.14, subracting railroad costs to date of $117,528.91, and sending the State a check for $1,066,609.23.

You may prefer to wait a few weeks until the work is completed and a final accounting can be processed.

If so, we would prefer that you cease sending these ill-advised collection notices by registered mail.

Vernon E. Skoog
Controller

By

Jess Jones, Utility Auditor

JJ:pl

NOTED
MARIE STEPHENS

RECEIVED
STATE HWY ENGR
SEP 18 '74
REFER TO
FOR
Info ✓ Inves R/D D/R Sign Act File ✓

7741

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 9, 1974

FILE:
NOTED
H. S. COULTER

FROM:
C. T. Keasey Keasey
Construction Engineer

SUBJECT: Construction Engineering Costs

TO:
R. N. Bothman
Metropolitan Engineer
PORTLAND

The following listed projects indicate excessive construction engineering costs compared to contract work completed:

Contract No.	Name of Job	% Engr. Expended	% Project Completed
7741	S.E. 17th & Powell Blvd.	110	74
7832	92nd Ave. O'xing & Phillips Cr. (82nd Ave.) Structures	97	77

Please review the prosecution of these projects and take any appropriate action to hold the engineering costs to a minimum. Report actions taken.

CTK:fr

cc: H. S. Coulter

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

7741

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 1, 1974

TO C. W. Head V. Gallagher
John Bond Charles Barrett

FROM V. E. Skoog, Fiscal Officer, OREDOT RJH
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Donald M. Drake Co.
Contract 7741

Treasurer's Receipt #1265 (bonds 13/26) in the amount of $70,000.00 have been issued in lieu of retainage on contract 7741.

Treasurer's Receipt #870 (bonds 1/12) in the amount of $60,000.00 has been cancelled and these bonds have been returned to Donald M. Drake Co.

A copy of the letter and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1265

Received for Account of Donald M. Drake Co.

Address 1740 N.W. Flanders St.
Portland, Oregon 97209

Date June 27, 1974

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon ~~County~~ County of Polk	13/26	14	5,000				70,000.00
School Dist No. 2 Building Bonds							
6% dated Jan. 1, 1974							
Due Jan. 1, 1975							
							70,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Merle Crow
Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

June 27, 1974

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Reference your letter dated June 14, 1974, please find enclosed Oregon State Treasury safekeeping receipt number 1265, dated June 27, 1974, covering $70,000.00 Polk County School District Bonds (6-%) due January 1, 1975, numbers 13/26 (14) @ $5,000.00 each.

We have credited your State Highway Contract number 7741.

Also per your request we are returning the County of Deschutes School Bonds, numbers 1/12 in the amount of $60,000.00 which will mature on July 1, 1974.

This cancells State Treasury safekeeping receipt number 870, dated August 24, 1973.

We are also enclosing our invoice in the amount of $1.80 the cost of returning the bonds to you.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JUL 1 - 1974
Contract Acctg.

7741

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

May 29, 1974

IN REPLY PLEASE REFER TO
GMO 72773
0-0-69-25

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Acknowledge your letter May 23, 1974, relative to a suggested pedestrian walkway in connection with the 17th & Powell Blvd. underpass.

The plans submitted with your letter for placing a pedestrian walkway on railroad structure are unsatisfactory from a railroad standpoint. If we were to permit the utilization of our structure for a pedestrian crossing at this time, we doubt very much if we could stop the future trespassing which would have been generated by the use of our structure as a pedestrian crossing.

To our knowledge there is not a great deal of pedestrian traffic and even though it is a small amount of people that would use this crossing, we do not desire to assume the liability that would be created by placing a pedestrian crossing on railroad structure.

Yours truly,

C T Babers

xc H.S. Coulter
C.T. Keasey
W.J. Hart.
R.N. Bothman
J.C. Struk - please advise Contractor.

NOTED
H.S. COULTER

RECEIVED
JUN 4 1974
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

7741

9

bc: H. S. Coulter
C. T. Keasey
W. J. Hart
R. N. Bothman
J. C. Street

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

May 23, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attn: E. A. Kendrew

Pedestrian Walkway
17th & Powell Blvd. Section
Mt. Hood Highway
Multnomah County
Contract No. 7741
SPTC File GMO 72773

Dear Sir:

Enclosed are two copies of a proposal by Donald M. Drake Co., Contractor on the 17th & Powell Blvd. Section of the Mt. Hood Highway in the City of Portland, for a temporary pedestrian walkway across the Southern Pacific Transportation Company's structure on this project. It is the contractor's proposal that this walkway would remain in service until the permanent pedestrian walkway across 17th Avenue structure is ready for use. The proposal as submitted by Drake Company is preliminary at this point in time to determine if this method of providing pedestrian traffic will be satisfactory to you.

It would be appreciated if you would review this proposal and determine its acceptability to Southern Pacific Transportation Company. If you do agree to allowing the contractor to utilize your structure for temporary pedestrian traffic, a more detailed plan will be prepared by the contractor. If there is any further information you require, please contact Jerry Street, the Resident Engineer on the project or me.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk
Enc.

RECEIVED
MAY 24 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 10, 1974

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Mr. E. A. Kendrew

Revisions to Beams 1, 18 and 19
Powell Blvd. Undercrossing of SPRR
SE 17th & Powell Blvd. Section
Mt. Hood Highway
Multnomah County
Contract No. 7741
SPTC File: GMO 72773

Dear Sir:

Enclosed are six prints of Oregon State Highway Division Bridge Section Drawing No. B-609, covering proposed revisions to Beams 1, 18 and 19 on the Powell Blvd. Undercrossing of the Southern Pacific Railroad on the SE 17th & Powell Blvd. Section of the Mt. Hood Highway in the City of Portland. These drawings show details of the Contractor's proposal for repair of Beams 18 and 19. As you will recall, Beam 18 was originally poured with #4 bars being used in lieu of the #5 bars for the sidewalk overhang as called for on the plans. Beam 19 was poured with #5 bars which were apparently inserted after the concrete was poured, and has many of these bars loose and not suitable for use in supporting the sidewalk overhang.

Basically, the corrections for Beam #18 require the use of Phillips drilled-in inserts, and 3/4" round A36 rods threaded full length at 18" centers alternating with the existing #4 bars. In order for this combination to be equivalent with #5 bars at 9" centers as called for on the plans, the threaded bar and insert installation will have to develop a 9,000 lb. pullout capacity. The Bridge Section has agreed with this proposed repair method, subject to 10% of the threaded rods being tested to a 9,000 lb. pullout.

RECEIVED
JAN 11 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

The Contractor proposes to repair Beam 19 by the addition of Phillips drilled-in inserts and 3/4" round A36 rods threaded full length at 9" centers throughout the beam and filling around the loose #5 bars with epoxy. The Bridge Section has agreed to their proposed modifications by moving the inserts 3" toward the center of the beam and widening the curb support from 9" to 12". In order for the threaded rods to be equivalent to the #5 bars at 9" centers as called for on the plans, they will have to develop a 12,000 lb. pullout capacity. The Contractor will be required to test 10% of the threaded rods to the 12,000 lb. pullout capacity.

Beam #1 would have the curb support increase from 9" to 12" to make the curb line continuous. Additional reinforcing steel will be required as shown on Drawing No. B-609. The Contractor will be required to drill all holes for the inserts with non-impact rotary drills.

Please review this proposed method of repair of these beams and return two prints of the drawings with your approval and/or comments.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enc.

cc: Southern Pacific - San Francisco

bc: H. S. Coulter
C. T. Keasey
W. J. Hart
R. N. Bothman
J. C. Street
Ellis Jones

7741

November 13, 1973

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

Gentlemen:

We have reviewed your request for a 51-day extension of time on Contract No. 7741 for work on the S.E. 17th and Powell Blvd. Section of the Mt. Hood Highway in Multnomah County.

Careful consideration was given to the reason you submitted. In light of the available facts and the provisions of the contract, a 35-day extension is granted. This extension is based on the time charged during the Operating Engineers strike last summer.

Very truly yours,

E. S. Hunter
Acting State Highway Engineer

cc: C. W. Head
F. B. Klaboe
H. S. Coulter
A. E. Johnson
C. T. Keasey
V. E. Skoog
R. N. Bothman
Jerry Street
V. L. Gallagher

fw dpy

7741

November 9, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Request for Time Extension
S.E. 17th & Powell Blvd.
Contract No. 7741

Donald M. Drake Company, contractor on this project, has requested a 51-day extension of the contract time due to delay to the project caused by a labor dispute last summer. The contractor was granted a previous extension of 25 calendar days because of delays associated with added sewer work (Extra Work Order Nos. 3 and 6).

The Operating Engineers, Local 701, went on strike June 13, 1973, and returned to work August 3, 1973, a total of 51 days. During the first 35 days of the strike, the contractor continued work with a reduced crew and was charged time. The productivity was greatly reduced due to the improvised methods of operation and no work was possible on some items of critical work.

I have therefore granted a 35-day extension of time on this project. This is a TOPICS project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the November 21 meeting.

cc: C. W. Head
G. M. Baldwin
F. B. Klaboe
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. [illegible]asey
R. N. Bothman
V. L. Gallagher

Gary Sund
Bob Whipps

fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7741 Contractor Donald M. Drake

Highway Mt. Hood

Section 17th & Powell

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend the first 35 days after June 13, 1973 for extension due to curtailment of work by Operating Engineers' strike and lack of progress on critical items of work.

Recommended for Approval:

Regional Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	7741
Project designation	EPS-T-[illegible](18)
State-Federal	
Date awarded	May 17, 1972
Work started	June 1, 1972
Per cent completed	43% Sept. 8, 1973
Date	
No. of Workdays Allowed	850
No. of Workdays Used	442
No. of Added Workdays Requested	45

SP*67085-734

E-320 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 14, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 850 days to 901 days, within which to complete our Contract No. 7741, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Operating Engineers Local #701 labor strike against the Oregon-Columbia Chapter of the Associated General Contractors as follows:

a). Project attempted to continue operations without the services of an operating engineer from June 13, 1973, to July 18, 1973; 35 calendar days at less than 60 % efficiency.
b). Entire project shutdown by same strike from July, 18, 1973, to August 3, 1973; 10 calendar days.

Respectfully submitted,

Donald M. Drake Co.
Contractor

c). Total requested time for extension number 3 is 51 calendar days.

By

CONSENT OF SURETY

Date August 22, 1973

We, THE TRAVELERS INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
William K. Thie

(SEAL)

By:
Resident Agent
Corroon & Black-Forsgren

NOTED
H. S. COULTER

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1973

SUBJECT: Request for Time Extension
S.E. 17th & Powell Blvd.
Contract No. 7741
F.A.P. EPS-T-5025(18)

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

The subject contract was awarded May 17, 1972 and 825 calendar days were allowed to complete the work. The contractor has been granted a previous extension of 25 calendar days due to delays associated with added sewer work (E.W. O. Nos. 3 and 6). The contract work is approximately 49 percent complete as of mid-October with an estimated completion in late October, 1974.

The contractor has requested a 51-day extension of time due to delay to the project caused by a labor dispute last summer. Contract time was charged during the first 35 days of the strike as the contractor continued work, but no time was charged during the 16-day period when the project was shut down and the contractor acknowledges this in his transmittal letter.

The Operating Engineers, Local 701, went on strike June 13, 1973 and returned to work August 3, 1973, a total of 51 days. During the first 35-day period of the strike, the contractor continued work with a reduced crew by performing the work without machines ordinarily operated by the operating engineers. The productivity was greatly reduced due to the improvised methods of operation and no work was possible on some items of critical work, such as 66-inch sewer. The strike occurred during prime construction time which for some kinds of work can not be replaced during other seasons. The work force on the project dropped from an average 23 to 11 men during the 35 days in question.

No time was assessed during the final 16 days of the labor dispute and no extension of contract time for delays associated with this portion of the strike is recommended at this time. It is too early in the project to determine the total effect of the strike on the completion of contract work and this delay should be re-assessed later if necessary. Any time granted now is really after October 21, 1974.

The Resident and Region recommend the full 35-day extension with no pro-rated reduction. This is on the basis that even though some work was done, it was not the heavy work that controls the overall job. We concur. A 35-day extension of time would forecast a revised completion date of November 25, 1974. This is a TOPICS project and any extension of time will require the concurrence of FHWA. Rough draft letters to FHWA, the Commission and contractor are attached.

WBR/JAB:fw Enc. cc V. L. Gallagher

Document No. 1

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209
INCORPORATED JANUARY 2, 1973

TELEPHONE (503) 226-3991

August 14, 1973

Oregon State Highway Division
Metropolitan Region
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Jerry C. Street
Resident Engineer

Regarding: S.E. 17th and Powell Blvd. Project
O.S.H.D. Contract No. 7741

Gentlemen:

Enclosed are six(6) copies of our time extension request no. 3 covering the recent Operating Engineers Local #701 Strike against the Oregon-Columbia Chapter of the Associated General Contractors. This strike ended on August 2, 1973.

It has been noted that your office has recognized the 16-day full shutdown requested under b) of this time extension request. This fact has been noted on the "Weekly Statement of Calandar Day Charges".

Also enclosed to assist your deliberation of this request are:
(1). My Sheet 1 of 1 of August 11, 1973, recapping the Job manpower situation during this period, and
(2). Frank Jarvis' tentative 5-week work schedule during a portion of this period.

Please give this time extension request your fullest consideration.

Very truly yours,

DONALD M. DRAKE COMPANY

John R. Gray
Acting Project Manager

RESIDENT BRIDGE ENGR.
RECEIVED
AUG 27 1973
JERRY C. STREET
☐ ☐

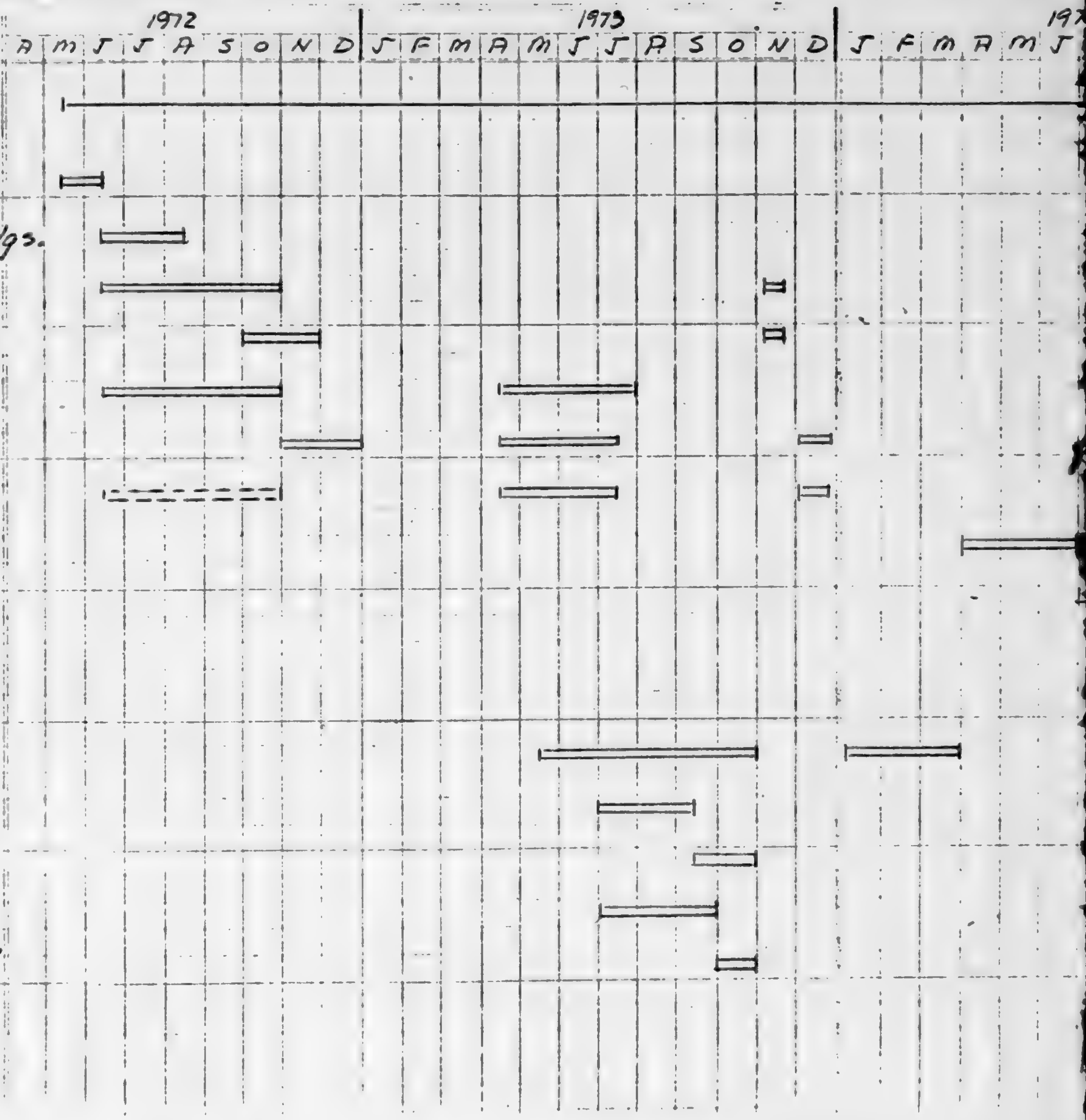
PORTLAND • SAN FRANCISCO
AN EQUAL OPPORTUNITY EMPLOYER

DONALD M. DRAKE COMPANY
PROGRESS SCHEDULE

DONALD M. DRAK
PROGRESS SCHE

Building Mt. Hood Highway
Location 17th & Powell
Time Allowed 825 cal. days
Penalty $300
Penalty

ITEM NO	ITEM OF WORK	
	Contract Time	27 mo
	Mobilize	
	Demolition	26 bldgs.
	Detours	
	Shoofly	1000 lf
	Utilities	
	Bank Support	34000 sf
	Excavation	28000 cy
	Paving & Med. Barrier	
	Signs & Illumination	
	Concrete	
	Walls	6000 cy
	17th Ave Substr.	1750 cy
	17th Ave Superstr.	
	SPRR Substr.	1980 cy
	SPRR Superstr.	



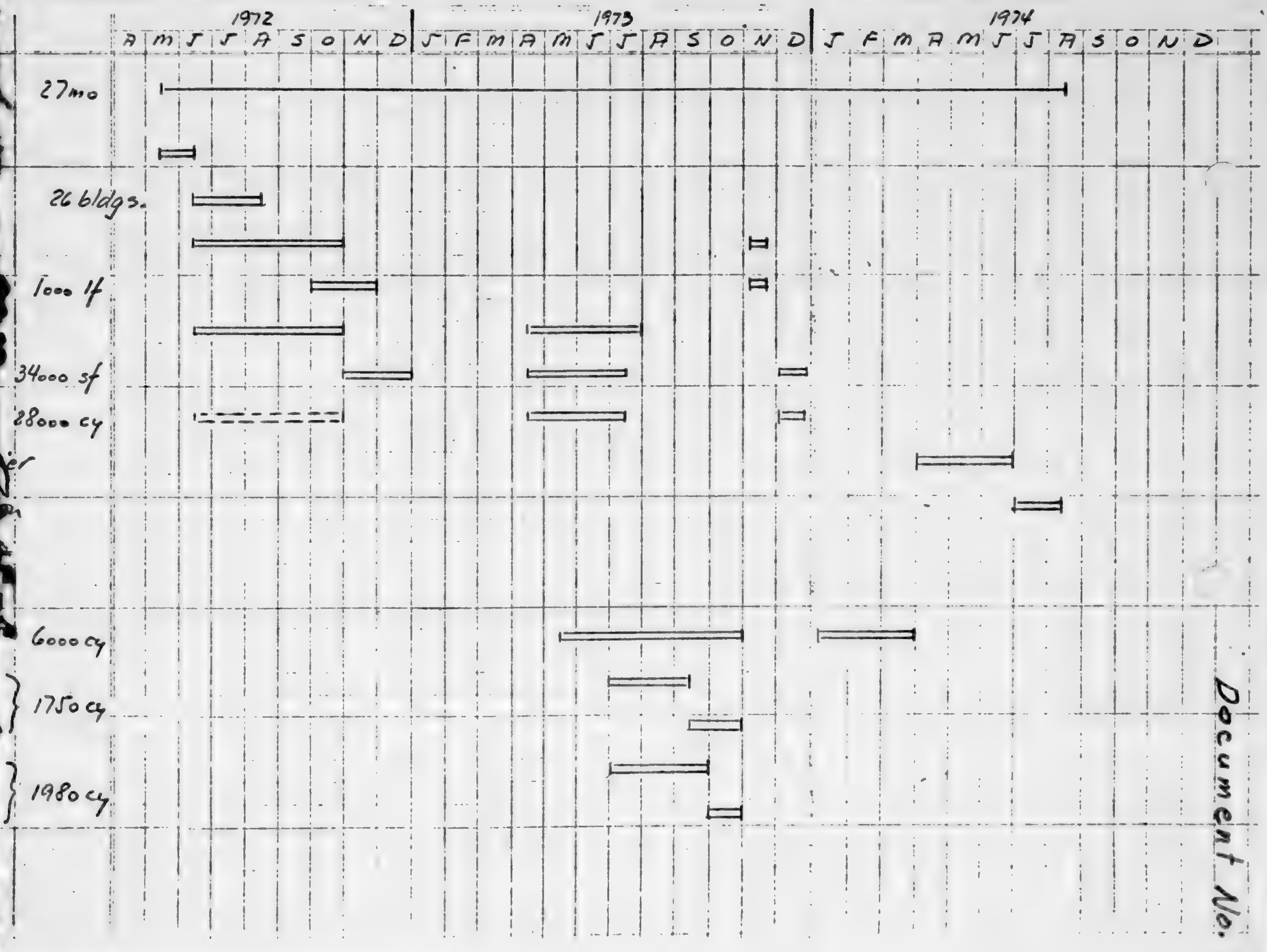
DONALD M. DRAKE COMPANY
PROGRESS SCHEDULE

...way

...ys Penalty $300

DONALD M. DRAKE COMPANY
PROGRESS SCHEDULE

Penalty



Document No. 3

Document No. 4

	Initials	Date
Prepared By	JRG	8-11-73
Approved By		

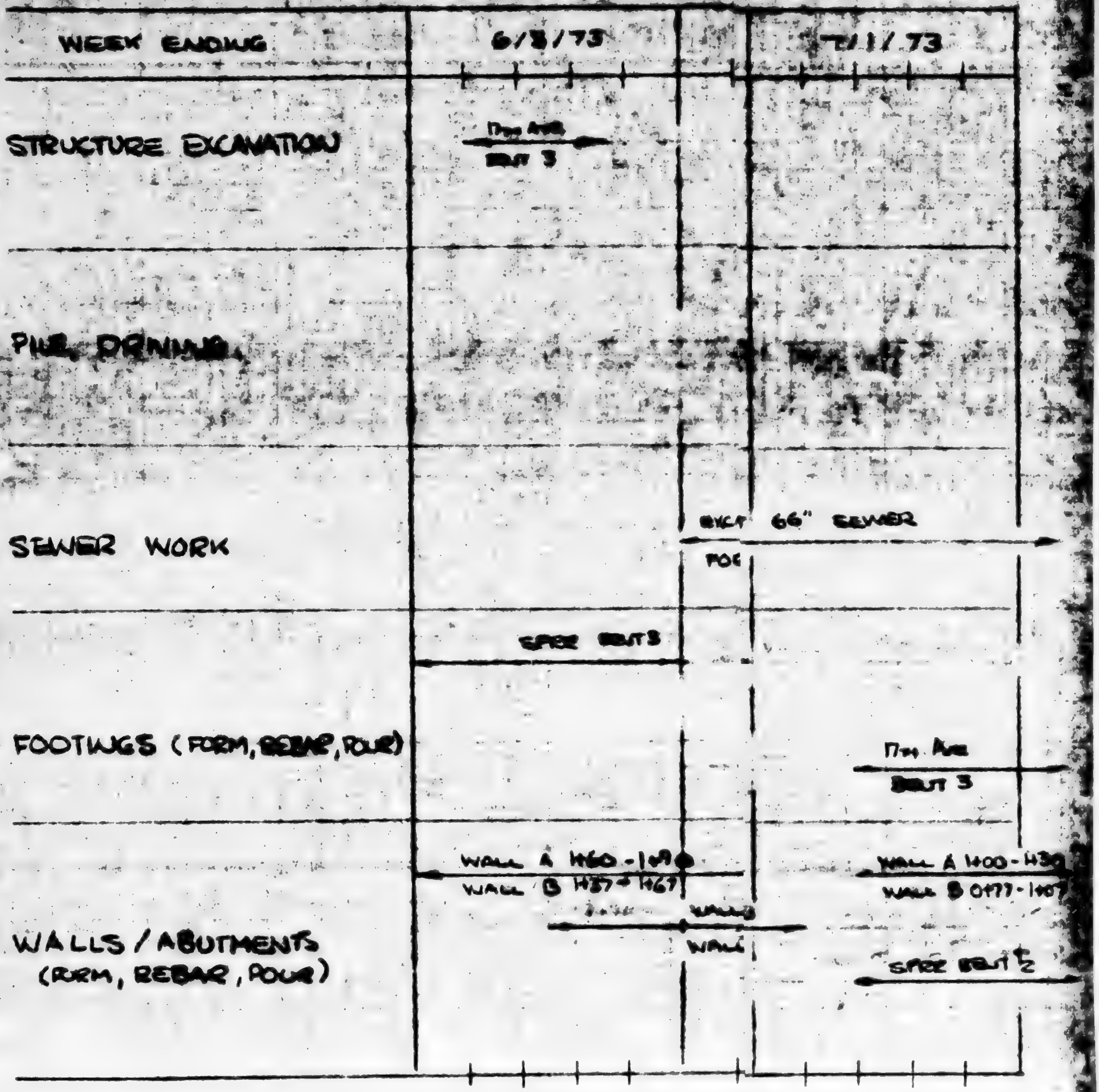
1 of 1.

[illegible] Powell O'Hare [illegible]
[illegible] - BASIS FOR
[illegible] No. 2 - LOCAL #701

DAY OF MONTH		JUNE 1973 NO. OF MEN DMD	JUNE 1973 NO. OF MEN SUBS	JULY 1973 NO. OF MEN DMD	JULY 1973 NO. OF MEN SUBS	AUGUST 1973 NO. OF MEN DMD	AUGUST 1973 NO. OF MEN SUBS	
1		14	2			1	5	
2				8	3	1	0	← END OF OPER. STRIKE.
3				7	4	9	1	
4		[illegible]	2					
5		14	2	5	7			
6		14	16	5	2	14	2	
7		14	8			20	0	
8		14	11			17	3	
9				7	2	23	9	
10				7	2	24	9	
11		13	5	7	4	1	6	
12		16	3	7	4			
13	[illegible] STRIKE	12	3	7	4			
14		12	3					
15		7	7					← (FRANK JARVIS, PROJ. MGR. HAD HEART ATTACK
16				6	3			
17				6	3			
18		7	7	1	2			
19		7	8	1	0			
20		7	10	1	0			
21		7	11					
22		7	14					
23				1	2			
24				1	0			
25		7	10	1	0			
26		7	6	1	0			
27		7	4	1	0			← F. JARVIS HAD OPEN-HEART SURGERY.
28		7	4					
29		6	4					
30				1	0			
31				1	0			← J.R. CURRY - 1ST DA. ON JOB.

1. STRIKE STARTED 6-13-73 & ENDED 8-2-73; ELAPSED DAYS = 51 DAYS.
2. [illegible] W/O OPER. FROM 6-13-73 UNTIL 7-18-73 AT LESS THAN NORMAL EFFICIENCY; ELAPSED DAYS = 35 DAYS.
3. [illegible] COMPLETELY SHUT DOWN (EXCEPT OFFICE FROM 7-18-73 TO 8-3-73; ELAPSED TIME = 16 DAYS.

Document No. 5

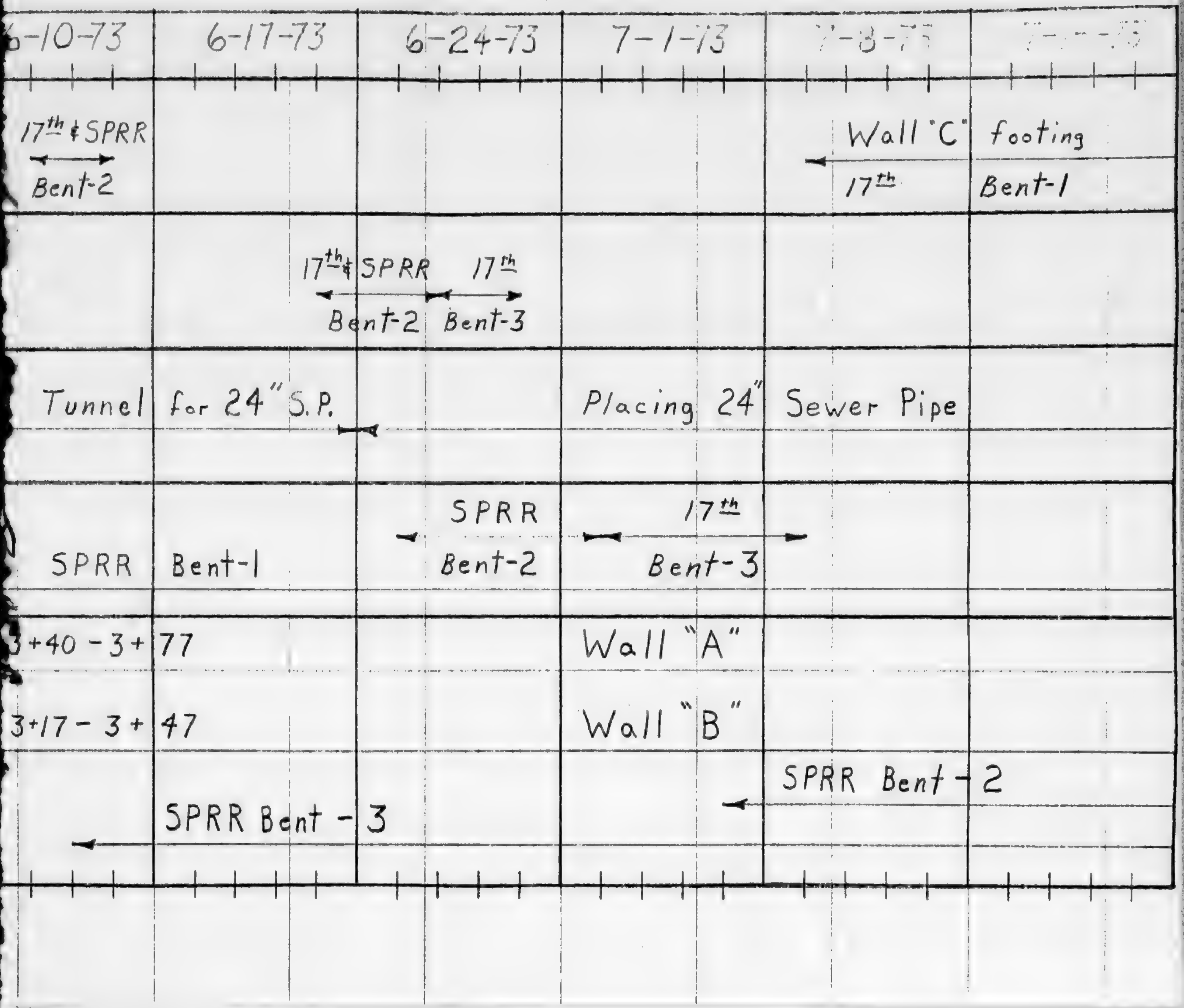


S. E. 17th & POWELL BLVD. SECTION
MT. HOOD HIGHWAY
MULTNOMAH COUNTY
CONTRACT NO. 7741 PREFIX NO. 26-0608

Actual Work Accomplishe
During June & July /19

Week Ending	6-3-73	6-10-73	6-17-73	6-24-
Structure Excavation	17th Bent-3	17th & SPRR Bent-2		
Pile Driving			17th & SPRR Bent-2	17 Bent-
Sewer Work	Excavated Tunnel for 24" S.P.			
Footings (form, rebar & pour)	SPRR Bent-3	SPRR Bent-1		SPR Bent
Walls & Abutments (form & pour)	1+60 – 1+90 1+37 – 1+67	& 3+40 – 3+77 & 3+17 – 3+47 SPRR Bent - 3		

Work Accomplished by D.M.D. Document No. 6
During June & July/1973



7741

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 6, 1973

In reply refer to: 10-35-AA

SUBJECT: Oregon Project EPS-T-5025(18)
S. E. 17th & Powell Blvd.
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Since the contractor's productivity was severely hampered by the Operating Engineers Local 701 strike, we concur in the 35-day time extension and the revised completion date of November 25, 1974.

for G. L. Green

RECEIVED
NOV 8 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
NOV 7 '73
REFER TO
[illegible] - 7AA
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

11-8-73
[illegible]

NOTED
H. C. COULTER

7741

November 2, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM

H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
S.E. 17th & Powell Blvd.
Contract No. 7741
F.A.P. EPS-T-5025(18)

The subject contract was awarded May 17, 1972 and 825 calendar days were allowed to complete the work. The contractor has been granted a previous extension of 25 calendar days due to delays associated with added sewer work (E.W.O. Nos. 3 and 6). The contract work is approximately 49 percent complete as of mid-October with an estimated completion in late October, 1974.

The contractor has requested a 51-day extension of time due to delay to the project caused by a labor dispute last summer. Contract time was charged during the first 35 days of the strike as the contractor continued work, but no time was charged during the 16-day period when the project was shut down and the contractor acknowledges this in his transmittal letter.

The Operating Engineers, Local 701, went on strike June 13, 1973 and returned to work August 3, 1973, a total of 51 days. During the first 35-day period of the strike, the contractor continued work with a reduced crew by performing the work without machines ordinarily operated by the operating engineers. The productivity was greatly reduced due to the improvised methods of operation and no work was possible on some items of critical work, such as 66-inch sewer. The strike occurred during prime construction time which for some kinds of work can not be replaced during other seasons. The work force on the project dropped from an average 23 to 11 men during the 35 days in question.

No time was assessed during the final 16 days of the labor dispute and no extension of contract time for delays associated with this portion of the strike is recommended at this time. It is too early in the project to determine the total effect of the strike on the completion of contract work and this delay should be re-assessed later if necessary. Any time granted now is really after October 21, 1974.

The Resident and Region recommend the full 35-day extension with no pro-rated reduction. This is on the basis that even though some work was done, it was not the heavy work that controls the overall job. We concur. A 35-day extension of time would forecast a revised completion date of November 25, 1974. This is a TOPICS project. Your concurrence is requested.

WBR/JAB:fw ib

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher

7741

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

~~Salem, Oregon~~

DATE August 30, 1973

TO C. W. Head, Admin. Services
John Bond, Construction
Vince Gallagher, Office Engr.
John Herr, Finance

FROM V. E. Skoog, Controller
By: R. J. Hacek, Contract Acctg. Supv.

SUBJECT Contract 7741
Donald M. Drake Co.

Attached are two letters and Treasurer's Receipts #870 ($60,000) and #871 ($20,000) advising us of Time Certificate of Deposit in the amount of $80,000 from Donald M. Drake Company in lieu of retainage on the above numbered contract.

A carbon copy of the original Treasurer's Receipts will be filed (in the contract file) in the Administrative Services office.

The bonds covered by Treasurer's Receipt #447 in the amount of $83,000 have been released by the State Treasurer and have been picked up by Donald M. Drake Company.

CRP:njc

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 870

Received for Account of Donald M. Drake Co.

1740 N.W. Flanders St.

Address Portland, Oregon 97209

Date August 24, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
State of Oregon, County of Deschutes Administrative School Dist. No. 1 Building Bonds 6.75% Dated July 1, 1973 Due July 1, 1974	1/12	12	5,000				60,000.00
							60,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 871

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.
1740 N.W. Flanders St.
Address Portland, Oregon 97209

Date August 24, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
State of Oregon, County of Deschutes Administrative School Dist. No. 1 Building Bonds Dated July 1, 1973 Due July 1, 1975 6.75%	13/16	4	5,000				20,000.00
							20,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741

Authority ORS 279.575

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

August 27, 1973

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, Oregon 97209

Gentlemen:

Enclosed please find State Treasury safekeeping receipts Nos. 870 and 871 dated August 24, 1973, totaling $80,000.00, State of Oregon, County of Deschutes Building Bonds, due July 1, 1974 and July 1, 1975,

Treas Rec't
447

These bonds are replacing $83,000.00, City of Corvallis Improvement Bonds which matured on June 1, 1973.

The $80,000.00 Deschutes County Bonds are in lieu of retainage on State Highway Contract number 7741.

RECEIVED
AUG 28 1973
Contract Acctg.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Higway Department, attn: Dick Hacek

COPY

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 226-3991

August 24, 1973

Oregon State Highway Division
Accounting Section
Highway Building
Salem, Oregon 97310

Gentlemen:

This is to confirm that DONALD M. DRAKE COMPANY hand delivered today to the State Treasurer's office $80,000 principal amount of Deschutes County School District #1 6.75% general obligation municipal bonds, in exchange for $83,000 principal amount of Corvallis 5.75% bonds. The State Treasurer will supply you with a copy of the official receipt today or tomorrow.

These securities were deposited in lieu of retention on State Contract 7741 for the 17th and Powell grade separation project.

Sincerely,

DONALD M. DRAKE COMPANY

D B Kane
Donald B. Kane
Vice President - Finance

DBK:cd

cc: Highway Division - Construction Section

Mr. Jerry C. Street, Resident Engineer

Crowe
4114

OREGON STATE TREASURY DEPARTMENT
Salem, Oregon 97310

SAFEKEEPING
RECEIPT

Received for Account of Donal M. Drake Co.

Date

Address 1740 N.W. Flanders St. Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION
City of Corvallis Improvement Bonds Benton Co. Oregon 5/75% Due June 1, 1973 Dated June 1, 1972 #178121-0	4/19 1/3	16 3	5,000 1,000

Reference Only

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741
17th and Powell, Portland, Oregon

Authority Chapter 746 O.L. 1971

Countersigned by

Deputy Cashier

SPECIAL INSTRUCTIONS

These bonds were (447) released to Donald Drake Co at same time the 80,000.00 Rec #870 & 871 were delivered to Treas Dept. by Contractor. This inf. verified by phone call to M. Crowe on 8/30/73 (CP)

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 447

Received for Account of Donal M. Drake Co.

Date July 17, 1972

Address 1740 N.W. Flanders St. Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Corvallis Improvement Bonds Benton Co. Oregon 5/75% Due June 1, 1973 Dated June 1, 1972 #178121-0	4/19 1/3	16 3	5,000 1,000				80,000.00 3,000.00
Reference Only							83,000.00

t.by

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741
17th and Powell, Portland, Oregon

Authority Chapter 746 O.L. 1971

Countersigned by

~~Deputy~~ Cashier

Robert W. Straub
State Treasurer

SPECIAL INSTRUCTIONS

S-2660

Southern Pacific
Transportation Company
Room 251-N Union Station • 800 Northwest Sixth Avenue • Portland, Oregon 97209

C. T. BABERS
SUPERINTENDENT
W. F. CURRIER, JR.
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
GMO 72773
0-0-69-25

April 18, 1973

Mr. James E. Chidsey
Railroad & Utility Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Referring to my letter March 2, 1973, relative to 17th & Powell Blvd. Undercrossing, Project No. 7741.

This is to advise that insurance furnished on behalf of Donald M. Drake being the National Union Fire Insurance Company Policy No. 105-64-10 is satisfactory from a railroad standpoint.

Yours truly,
C. T. Babers

cc: Donald M. Drake Co.
1740 N.W. Flanders
Portland, Oregon 97209

Mr. Jerry C. Street
Resident Engineer
State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

xc: RN Bothman
~~C.W.~~ Head.
W.J. Hart
C T Keasey.

RECEIVED
APR 20 1973
UTILITY UNIT

NOTED
J. E. CHIDSEY

C. W. HEAD

OREGON STATE
HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
17th and Powell Boulevard Section
Mt. Hood Highway
Contract No. 7741

Donald M. Drake Company has submitted two requests for time extension on the subject project based on two added Extra Work Orders. A separate request was made on each order (requests dated January 19, 1973 and November 29, 1972). These were both significant orders covering unanticipated sewer adjustments. The added work delayed progress on the required contract work. The project is about 25 percent complete and the specified time allowed will run to the fall of 1974. The specified rate of liquidated damages is $300 per day.

I have granted the contractor a 25-day extension. This is a Federal-aid TOPICS project and we have the concurrence in this action from the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the April 17 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
R. N. Bothman
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw dpy

7741

March 20, 1973

Donald M. Drake Company
1740 N. W. Flanders
Portland, Oregon 97209

Gentlemen:

Consideration has been given to the two requests for time extension you submitted under dates of January 19, 1973 and November 29, 1972, on the 17th and Powell Boulevard Section of the Mt. Hood Highway in Multnomah County, Contract No. 7741. These requests, totaling 25 days, are based on Extra Work Orders No. 3 and No. 6.

In light of the available information and specifications, a time extension of 25 days is granted without the assessment of liquidated damages.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: A. E. Johnson
H. S. Coulter
C. W. Head
C. T. Keasey
V. E. Skoog
R. N. Bothman
Jerry C. Street
V. L. Gallagher

fw dpy

OK
HSC

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
March 8, 1973

SUBJECT: 17th and Powell Blvd. Section
Contract No. 7741
Request for Time Extension

To:
H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

Donald M. Drake Company has submitted two requests for time extension based on two added Extra Work Orders. A separate request was made on each order (requests dated January 19, 1973 and November 29, 1972). There were both significant orders covering unanticipated sewer adjustments and involving what could be called sequential or critical path work.

We concur with the Region's recommendations for a total of 25 days on these two reasons as requested by the contractor. This is a Federal-aid TOPICS project and rough draft letters to the Federal Highway Administration, the Commission and contractor are attached.

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
MAR 9 1973
Office of
Assistant State Highway Engineer

SP*52479-734

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7741 Contractor Donald M. Drake

Highway Mt. Hood

Section S. E. 17th & Powell Boulevard

Kind of Work Grading, Paving, Structures, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or [✓ **GRANTED**]. The reasons for such recommendation are as follows:

[illegible]

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7741
Project designation (State-Federal)	EPS-T-5025(18)
Date awarded	May 17, 1972
Work started	June 1, 1972
Per cent completed	25% Feb. 3, 1973 (Date)
No. of Workdays Allowed	825
No. of Workdays Used	250
No. of Added Workdays Requested	17

SP*8296-734

E-120 (Rev.)—5M—9-54

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 29, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 825 days to 842 days, within which to complete our Contract No. 7741, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The dates involved are from September 20, 1972 to October 6, 1972. This time was spent in completing Extra Work Order No. 3. We could not proceed with the West Bound Detour until the work called for in this Extra Work Order was completed.

Respectfully submitted,

Donald M. Drake Company
Contractor

By Webster Smith
Webster E. Smith, Construction Manager

CONSENT OF SURETY

Date November 29, 1972

We, The Travelers Indemnity Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact

(SEAL)

James F. Darby
Resident Agent

FORM [illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213

RECEIVED
FEB 8 1973
CONSTRUCTION SECTION

Routing
Pease E
Glenn
Berg
Jackmond
Johnson
Walker

DATE February 7, 1973

TO C. T. KEASEY
Construction Engineer

FROM A. C. HARWOOD
Assistant Metropolitan Engineer

AC Harwood

SUBJECT SE 17th & Powell Boulevard
Contract No. 7741
Time Extension

Enclosed find a request from the Contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages. The Contractor requests 17 additional days due to delays incurred to completion of the Westbound detour as a result of having to construct an encasement saddle at the intersection of a 24 inch and a 90 inch sewer line. This work was performed under Extra Work Order No. 3. Critical work on the project at the time this extra work was performed was completion of the Westbound detour. Resident Engineer Street agrees that the extra work did delay completion of the Westbound detour but only 11 days rather than the 17 requested. The Contractor claims delays for the period September 20, 1972 to October 6, 1972. Street indicates other work which controlled completion of the Westbound detour was not completed until September 29, 1972. Therefore, the extra work delay was limited to the period September 30, through October 10. Work on Extra Work Order No. 3 started about the middle of August and continued through the 10th of October with a fairly good sized crew except for about the first two weeks in September.

I agree with Jerry that the direct delay to the job was probably limited to the period September 30, through October 10. However, I feel that prior to that time effects of the work order were felt in other phases of the work and, therefore, recommend the 17 days requested by the Contractor be granted.

pb

Encs

cc: Jerry Street

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

DATE February 7, 1973

TO C. T. KEASEY
Construction Engineer

FROM A. C. HARWOOD
Assistant Metropolitan Engineer

SUBJECT 17th & Powell Boulevard
Contract No. 7741
Time Extension

Routing

Keasey	RECEIVED	Pease E
Bond		Glenn
Jackmond	FEB 8 1973	Berg
Hardt		
Johnson	CONSTRUCTION SECTION	
Walker		

Enclosed find a request from the Contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages. The request is based on delays in rerouting the traffic back onto the westbound detour. The shoring work necessary for rerouting of the traffic was delayed by work on an 8 inch sewer which was being relocated under Extra Work Order No. 6. Resident Engineer Street agrees that rerouting of traffic on the westbound detour was a critical item and was delayed from December 13, through December 20, by the extra work.

I concur with Street's recommendation that the 8 days requested by the Contractor be granted.

pb

Encs

cc: Jerry Street

FORM 2-38 (REV. 10-69)

METROPOLITAN ENGINEER
RECEIVED
FEB 1 - 1973
☐ ME ☐ AMS ☐ AME ☒ ADE ☐ MDE ☐ MTE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 31, 1973

SUBJECT:
S.E. 17th. & Powell Blvd.
Contract No. 7741
Workday Increase (EWO No. 6)

To:
Mr. R.N. Bothman
Metropolitan Engineer
OFFICE

Attn: Mr. A. Harwood

Gentlemen:

Attached find five copies of "Contractors Request for Increase in Number of Workdays to Complete Construction Contract".

In this request the contractor asks that eight days be added to the Contract time. He argues that Contract shoring work west of the Southern Pacific Railroad tracks was delayed, due to Extra Work Order No. 6 work.

This writer concurs with this request and will explain why in the following excerpt:

It was observed on November 21, 1972 by a OSHD inspector, that the contractor had damaged an existing 8-inch sewer line in Powell Blvd., between 13th. and 16th. Avenues, with his shoring operation. This sewer line was six feet south of the location shown on the plans and directly in the way of the shoring. After consultation with all interested parties, it was decided to relocate the sewer line to the location shown on the plans by "Extra Work". In order for the contractor to proceed with this work, Powell west bound traffic would be routed over the old Powell east bound lanes, for the duration of the Extra Work. This would mean that the contractor could not work on shoring along the north side of planned excavation, until the Extra Work was completed and Powell traffic transferred back onto the West Bound Detour. At the time this appeared not to present any problems, because there was considerable shoring work left to be done along the south side of the planned excavation and the Extra Work could be completed in one week. This Extra Work commenced on December 4, 1972 and was not completed until December 20, 1972, due to poor weather. Meanwhile, the contractors shoring operation was able to proceed without delay until December 13, 1972, when it ran out of work and became held up by the Extra Work.

In conclusion, it is recommended that the contractor be granted an eight day extension to the Contract time, because Extra Work Order No. 6 delayed contract shoring work from December 13, 1972 until December 20, 1972.

Jerry C. Street
Jerry C. Street
Resident Engineer

JCS:bk
Attachments

SP*52479-794

METROPOLITAN ENGINEER
RECEIVED
FEB 1 - 1973
☐ ME ☐ AME ☐ AME ☐ MDE ☐ MDE ☐ MTE

METROPOLITAN ENGINEER
RECEIVED
DEC 27 1972
☐ ME ☐ AME ☐ AME ☒ MTE ☐ MDE ☐ MTE
NOTED
JON ROSE

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 26, 1972

SUBJECT:
S.E. 17th. & Powell Blvd.
Contract No. 7741
Workday Increase (EWO No. 3)

To:
Mr. H.S. Coulter
Metropolitan Engineer
OFFICE

Attn: Mr. C. Fredrickson

Gentlemen:

Attached find five copies of "Contractors Request for Increase in Number of Workdays to Complete Construction Contract".

In this request the Contractor asks that seventeen days be added to the Contract time. He argues that Contract work on the Powell Blvd. west bound detour was delayed, due to Extra Work Order No. 3 work.

This writer concurs with the Contractors general argument, but differs on the dates involved in and on the total time that Contract work was delayed by the Work Order. Extra Work Order No. 3 asked the Contractor to construct a concrete saddle and encasement, of the intersection of a new 24" sanitary sewer line and of an existing 90" combination sewer. The location of this intersection occurs in the middle of the Powell Blvd. west bound detour, as shown on Plan Sheet No. 3D. The Contractor excavated a large glory hole over this intersection, which could not be backfilled until the extra work was completed. Meanwhile, other work was being completed in conjunction with this extra work, which also held up construction of the west bound detour. Some of this work involved the backfilling of a large excavated glory hole in 17th. Ave., where the Contractor had built a jacking pit to facilitate the installation of the 24" sanitary sewer under SPRR mainline tracks. Also, the backfill of the new manhole, at station "EN" 111+25, was involved with other work. Neither work area was completely backfilled until September 29, 1972. At this time, the extra work became the sole delaying factor to be considered. The glory hole for the extra work was backfilled on October 10, 1972. Therefore, it is shown that from September 30, 1972 until October 10, 1972 the Contractor was unable to proceed with work on the Powell Blvd. west bound detour, because of Extra Work Order No. 3. In conclusion, it is recommended that the Contractor be granted eleven days for this inconvience.

This request is being passed onto you for your study and recommendation.

Jerry C. Street
Jerry C. Street
Resident Engineer

JCS:bk

Attachments

OREGON STATE HIGHWAY DEPARTM

If agreement is additional funds are required

BY ______ Dist. Engineer

DATE 1-10-73

FEDERAL HIGHWAY ADMINISTRATION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Date November 30 1972

Project Name S.E. 17th & Powell Blvd.

Highway Mount Hood

County Multnomah

Contractor Donald M. Drake Company

Address P.O. Box 42151, Portland, Oregon 97242

Contract No. 7741

Prefix 26-0608

F. A. Project No. EPS-T-5025(18)

Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

1. Temporarily move Powell Blvd. westbound traffic to east side of Powell Blvd.
2. Construct 400' of 8" concrete sanitary sewer; construct 2 manholes; and connect all required sewer laterals to new line.

Location by station numbers:

1. Temporarily relocate Powell "WB" traffic on south side of Powell Blvd. between 17th Ave. and 13th Ave.
2. Relocate 8" sewer 6' south of "SW" Centerline, between "L" Stations 105 + 40 and 109 + 40.

Estimate of quantities and cost:

Labor	$5,000.00
Materials	3,500.00
Equipment	4,000.00
TOTAL	$12,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Plan sheet 3B and sheet 27724 show existing 8" sewer line to be 8' north of north edge of retaining wall A footing. In reality, this line conflicts with north side of retaining wall A footing necessitating its relocation. This conflict was not the responsibility of the contractor; therefore, the relocation work should be done as extra work to the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$3,327,120.34
Present estimate of project cost, including $12,500.00 for work under this order	$3,224,643.18
Expected under-run / over-run amount UNDERRUN	$ 102,477.16
Expected under-run / over-run per cent UNDERRUN	3.08

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer
Jerry C. Street

Approval Recommended: ______
Assistant Division Engineer

Approval Recommended: ______
Construction Engineer or Bridge Engineer

OK

Approved: ______
Deputy State Highway Engineer, Assistant State Highway Engineer or State Engineer.

SP-22577-734

CC: Skoog

Form E-208 (Rev. 11-70)

G-1P

OK

FHWA

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S E 17 th Ave & S E Powell Blvd Sec
Date August 11 1972
Highway Mt. Hood
Contract No. 7741
County Multnomah
Prefix 26-0608
Contractor Donald M. Drake Co.
F. A. Project No. EPS-T-5025(18)
Address P. O. Box 42151 Portland Oregon 97242
Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct concrete saddle and encasement on existing 90" sewer intersected by new 24-inch sewer being constructed. Provide additional shoring as required for work below top of 90-inch sewer. Overwidth excavation from original ground to top of 90-inch sewer to be paid under bid item No. 6, Trench Excavation. From top of 90-inch sewer to construction of saddle footings to be paid as Extra Work under this order. Backfilling to top of 90-inch sewer to be paid as Extra Work under this order.

Location by station numbers:

"L" 110 + 55 Left

Estimate of quantities and cost:

Equipment	$ 1,300.00
Labor	2,200.00
Material	1,500.00
TOTAL	$ 5,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Construction plans show 24-inch sewer passing over the top of 90-inch sewer. Additional work required to pass through 90-inch sewer substantially changes the nature of the work.
Rates as per AGC-State Rental Agreement and Standard Specifications.
Work has not been started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 3,327,120.34
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 3,206,080.52
Expected under-run / over-run amount	$ 121,039.82
Expected under-run / over-run per cent	3.64 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C Street
Resident Engineer
Jerry C. Street

Approval Recommended:
Assistant Regional Engineer

Approval Recommended: Duane O. Christensen
Construction Engineer or Bridge Engineer
OK
for RWE For:

Approved
Approved
~~Construction Engineer~~

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7741

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 15, 1973

In reply refer to: 10-35-DA

FROM : for Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

NOTED
H. S. COULTER

SUBJECT: Oregon Project EPS-T-5023(18)
17th and Powell Blvd. Sec.
Contract No. 7741
Request for Time Extension

Our concurrence is given for the requested 25-day extension of time. The extension is justifiable based on delays caused by Extra Work Orders No. 3 and 6.

3-16-73
[illegible]

RECEIVED
STATE HWY ENGR
MAR 16 '73
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5

File Copy

1859

OREGON STATE
HIGHWAY DIVISION

7741

~~HIGHWAY BUILDING~~ • SALEM, OREGON • 97310

March 9, 1973

TO Vernon V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT 17th and Powell Boulevard Section
Contract No. 7741, FAP No. EPS-T-5025(18)

The subject contract was awarded May 17, 1972, and 825 calendar days were allotted to complete the work. The contract work is approximately 25 percent complete as of mid-February, with an estimated completion date of September 1, 1974.

The contractor has requested two extensions of time amounting to a total of 25 days. The reasons given are delays caused by two additional work items. The requests merit action at this time to allow the contractor to take any alternative action he may choose based upon our response.

According to the contractor's request, the westbound detour was delayed a total of 17 days by added sewer work (Extra Work Order No. 3). Work on this item began August 14 and was completed October 10, 1972, for a total of 58 days. The detour was delayed solely by the added sewer work on the final 11 days, and the project was slowed by this work during the initial 47 days. An extension of 17 days is recommended for this delay.

The contractor's shoring operation was delayed because westbound Powell traffic was routed over the old eastbound lanes so an existing 8-inch sewer line could be relocated (Extra Work Order No. 6). The contractor was ready to begin shoring work in this area on December 13, but was prevented from doing so until after December 20 when the traffic was transferred back onto the westbound detour. An extension of eight days is recommended.

Both of these extra work orders were fully participating. We request your concurrence in a 25-day extension of time. This would forecast a revised completion date of September 26, 1974

WBR:dh/JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. J. Hart
R. N. Bothman
Vince Gallagher

OK
Hsc

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1973

To:

H. S. Coulter
Assistant State Highway Engineer

SUBJECT: 17th and Powell Blvd. Section
Contract No. 7741
Request for Time Extension

FROM:

John A. Bond
Construction Administration Engineer

Donald M. Drake Company has submitted two requests for time extension based on two added Extra Work Orders. A separate request was made on each order (requests dated January 19, 1973 and November 29, 1972). There were both significant orders covering unanticipated sewer adjustments and involving what could be called sequential or critical path work.

We concur with the Region's recommendations for a total of 25 days on these two reasons as requested by the contractor. This is a Federal-aid TOPICS project and rough draft letters to the Federal Highway Administration, the Commission and contractor are attached.

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
MAR 9 1973
Office of
Assistant State Highway Engineer

SP*52475-734

5

7741

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 24, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EPS-T-5025(18)

FROM ORIGINAL SIGNED BY
R. D. ASBURY

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7741 Extra Work Order No. 7

Project S.E. 17th & Powell Blvd.

Highway Mount Hood

County Multnomah

This order covers the cost to provide a double electrical meter service to provide seperate service to the roadway illumination and the pump control system. Seperation of the two systems has been requested by the City of Portland and will result in lower monthly electrical service rates.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer November 14, 1972.

Your approval as of November 14, 1972 is requested.

Attach.

BMW:dgk

5

OREGON STATE
HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 9, 1973

Southern Pacific Transportation Co.
475 Brannan Street
San Francisco, California 94107

Re: File
ZKBZ 3342

Mr. F. W. Watson
Manager,
San Francisco Zone Office

In reply to your letter of December 15, 1972, your Bill #468812 is for work at the 17th and Powell grade separation in Portland.

Costs are being accrued in accordance with a tri-party agreement between the railroad, State, and City of Portland dated March 17, 1970 (Railroad Document Audit No. 134625). Costs are to be shared equally between the three parties.

Costs accrued to this project through January 5, 1973 are as follows:

City of Portland	$903,225.23
State of Oregon	585,481.26
Southern Pacific Transp. Co.	49,852.73

Your balance includes Bill #491831 for $8,278.64, Bill #468812 for $18,073.60, Bill #493075 for $14,093.13, and Bill #493337 for $9,407.36. No payment has been made between any of the participants. Billing is being made for information purposes only.

Very truly yours,

V. E. Skoog
Director of Finance

By: Paul Hatcher

Paul Hatcher
General Billing Supervisor

PH:kmb

cc: Ernie Kendrew & Ted Litchfield

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 9, 1973

Union Pacific Railroad
Mr. J. P. Deasey, Controller
1416 Dodge Street
Omaha, Nebraska

Re: Your letter of
December 14, 1972

In reply to your letter of December 14, 1972, your Bill No. 193850 was paid November 21, 1972.

Your Bill #377147 was paid December 29, 1972
Your Bill #377149 was paid January 3, 1973
Your Bill #377157 was paid December 19, 1972
Your Bill #377151 is currently being processed for payment.

In regards to your Bill #192104, please see our Mr. Litchfield's letter of December 15, 1972 to your Mr. T. P. Rogers.

Very truly yours,

V. E. Skoog
Director of Finance

By:

Jess Jones
Utility Auditor

JJ:kmb

5

RECEIVED
JAN 5 - 19

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO
G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE January 4, 1973

Federal-aid Project
No. FPS-T-5025(18)

FROM
L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7741 Extra Work Order No. 6

Project S.E. 17th & Powell Blvd.

Highway Mt. Hood

County Multnomah

The agreement covers relocation of an existing sewer line which conflicts with the structure work. The sewer line is not located as shown on the plans.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on November 28, 1972.

Your approval as of November 28, 1972 is requested.

Attach.

JK:dgk

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 1, 1972

7341

TO MEMORANDUM TO THE FILE

FROM F. B. Klaboe
Deputy State Highway Engineer

Negotiations between the Port of Portland, the City of Portland, and the State Highway Division have been under way for several years concerning three projects:

1. 17th and Powell
2. Improvements to Going Street
3. Crossing of N.W. Front Avenue in the vicinity of Yeon Street.

The final arrangements for these projects are as follows:

1. The City of Portland has contributed $600,000 of TOPICS funds to the 17th and Powell project.
2. The Port of Portland will contribute $1,000,000 to the crossing of N.W. Front Street, $200,000 of which is their share of the Going Street improvement project.
3. The City of Portland is still obligated to provide $200,000 additional funds for the Going Street project.

FBK:ia

cc George M. Baldwin
Tom Edwards
E. S. Hunter
A. E. Johnson
R. L. Schroeder

RECEIVED
NOV 21 1972

FOR FILING

7741

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
October 30, 1972

To: MEMO TO FILE

SUBJECT: SE 17th & Powell Blvd.
Mt. Hood Highway
Contract 7741

On Thursday, October 26, 1972, in company with Mr. Wayne Oberding, City of Portland Engineer's Office, I met a Mr. Callahan, owner of the Throne Tavern, 1457 SE Powell Blvd. The meeting was requested by Mr. Callahan to discuss a problem concerning parking for the tavern customers.

Parking along this section of Powell Blvd. has been eliminated in connection with stage construction of the subject contract. When the project is completed, no on-street parking will be provided on the frontage road in front of the tavern.

The tavern presently has parking space along the east side of the building and in the rear, but the available space will accommodate only about 10-12 vehicles. Space for vehicles to maneuver is quite restricted.

Right-of-way for this project was acquired by the City of Portland. No property was acquired from the tavern since none was needed for roadway purposes.

Mr. Callahan claims his business has suffered drastically since the on-street parking was removed. Mr. Oberding explained that since no right-of-way was needed from the tavern property, no compensation for damages could be made. Mr. Callahan indicated he would seek legal counsel.

ORIGINAL SIGNED BY D. E. SWAN

D. E. SWAN
Assistant Metropolitan Engineer

DES:cw
cc: R. L. Schroeder (w/photos)
C. T. Keasey
Jerry Street
Vernon Butzer
Wayne Oberding

RECEIVED
OCT 31 1972
Office of
Assistant State Highway Engineer

THRON

RECEIVED

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~Simpson, Division Engineer~~
Federal Highway Administration

DATE October 11, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EPS-T-5025(18)

SUBJECT Request Change Order Approval

Contract 7741 State Force Order No. 5

Project S.E. 17th & Powell Blvd.

Highway Mt. Hood

County Multnomah

The order covers adjustment and removal of existing traffic signals and signs by the City of Portland within the project limits. This work was anticipated.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The estimated total cost for the work to be done under this order is $10,000 with Federal participation of $6,000 Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 22, 1972.

Your approval as of September 22, 1972 is requested.

Attach.

JK:dgk

Form FHWA-121 (12-67)
UNITED STATI GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 29, 1972

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project EPS-T-5025(18)
S.E. 17th & Powell Blvd.
State Force Order No. 4
Total Estimated Amount of the Order - $1,574.25
Federal Participation - $928.35

Reference is made to Mr. Young's letter of September 25, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $1,574.25 with Federal participation of $928.35.

Enclosure
State Force Order No. 4

10-4-72
Young

RECEIVED
STATE HWY ENGR
OCT 4 '72
REFER TO
FOR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8-24-72

Form A-105 (Rev. 8-70)

STATE COPY G-11

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7741

APPLYING TO CONTRACT PROJECTS

Order No. 10-3-72- 4

Section S.E. 17th. & Powell Blvd.

Date August 24, 1972

Highway Mount Hood

F.A.P. No. EPS-T-5025(18)

County Multnomah

Prefix 26-0608

Account No. 274-04 278-04

Description of Work To Be Done: Temporary Stage Striping (274-04)

Paint traffic centerline stripes and channelization markers; and grind out existing lines for Stage Construction of detours.

Permanent Striping (278-04)

Paint traffic lines and channelization markers on final roadway.

Location by Station Numbers:

Throughout project as required.

Estimate of Quantities and Costs:

Temporary Striping:	Code 2:	4" skip line @ $ 37.50/mile x 1 mile	=	$ 37.50
	Code 3:	Grinding @ $ 19.00/hour x 8 hours	=	$ 152.00
	Code 4:	4" solid line @ $ 69.50/mile x ½ mile	=	$ 34.75
	Code 7:	Pavement legend @ $ 69.00/hour x 8 hours	=	$ 552.00
		SUB TOTAL	=	$ 776.25
Permanent Striping:	Code 2:	4" skip line @ $ 37.50/mile x 1 mile	=	$ 37.50
	Code 4:	4" solid line @ $ 69.50/mile x 3 miles	=	$ 208.50
	Code 7:	Pavement legend @ $ 69.00/hour x 8 hours	=	$ 552.00
		SUB TOTAL	=	$ 798.00
		TOTAL	=	$1,574.25

Explanation:

This striping was included in the original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $3,327,120.34

Present estimate of project cost, including $ 1,574.25 for work under this order $3,207,504.77

Expected under-run over-run (amount) UNDERRUN $ 119,615.57

Expected under-run over-run (per cent) UNDERRUN 3.59 %

Space to right of this line is for use of Salem Office

Submitted by: Jerry C. Street Resident Engineer
Jerry C. Street

Approval Recommended: For: Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: Regional Engineer

Approved: A. J. Johnson Construction Engineer
Asst. State Hwy

SP*72830-734

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7741

DATE September 25, 1972

TO
G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal aid Project
No. EPS-T-5025(18)

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT
Request Change Order Approval

Contract 7741. State Force Order No. 4

Project S.E. 17th & Powell Blvd.

Highway Mount Hood

County Multnomah

This Order covers the cost of temporary stage construction striping and permanent striping of traffic areas on this project.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this Order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under paragraph 6 of PPM 21-15. Federal participation will be based on the agreed price for striping. The estimated cost of this work is $1,574.25 with Federal participation of $928.35. Reimbursement on an agreed unit price basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, August 24, 1972.

Your approval as of August 24, 1972 is requested.

BMW:bb
Attach.

7741

September 6, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EPS-T-5025(18)

SUBJECT Request Change Order Approval

Contract 7741 Extra Work Order No. 3

Project S.E. 17th Ave. and Powell Blvd.

Highway Mount Hood

County Multnomah

This order covers the construction of a concrete saddle and pipe encasement on an existing 90-inch sewer pipe which will be intersected by a new 24-inch sewer line. The contract plans call for the relocation of a 24-inch sewer pipe to allow the construction of bridge footings at station "L" 110+55 Lt. Relocation of the pipe as detailed on the plans conflicts with the existing 90-inch pipe and adjustment of the pipes must be made.

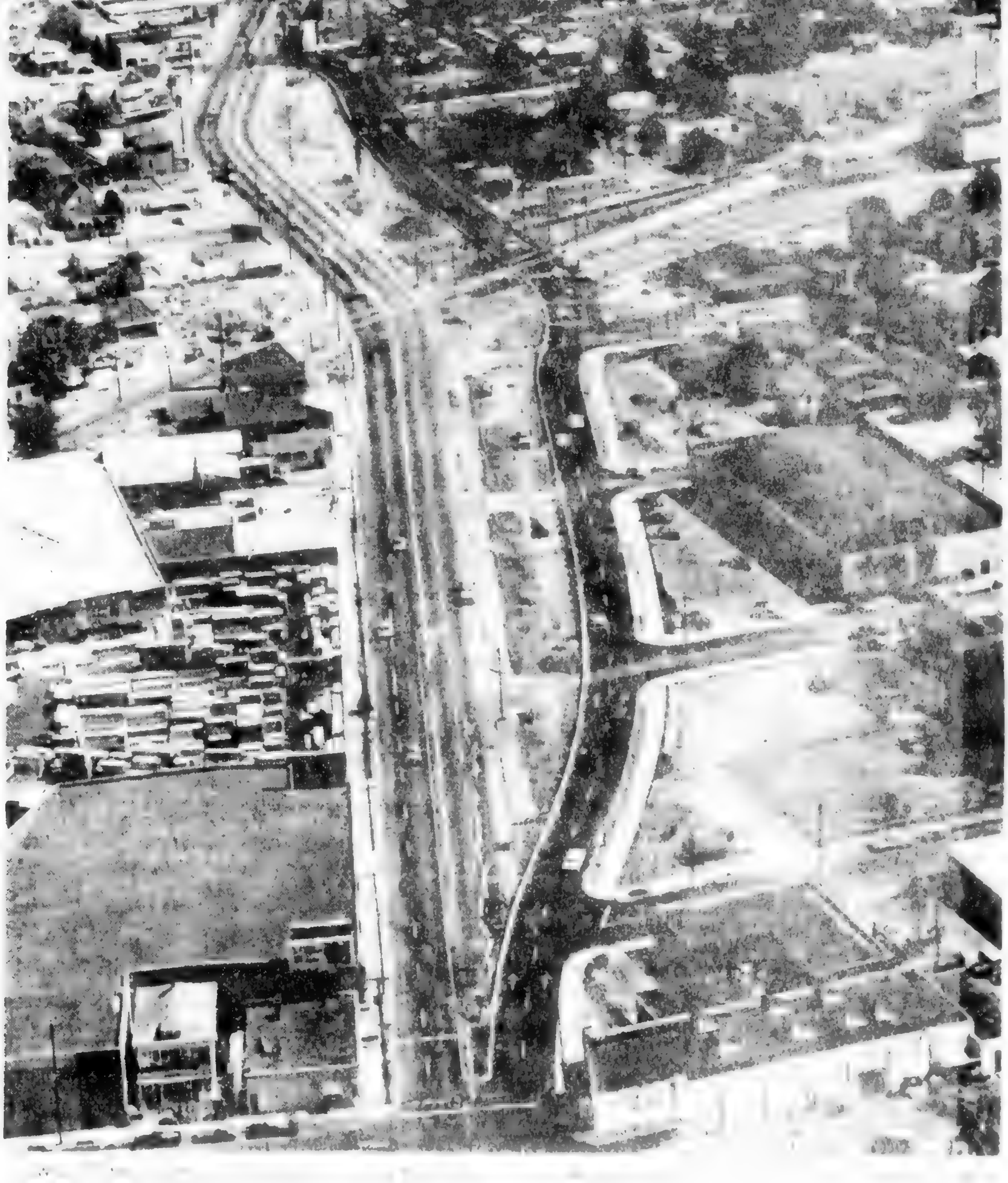
Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 14, 1972.

Your approval as of August 14, 1972 is requested.

Attachments

BMW:js



1-31-72

RECEIVED
AUG 29 1972
FOR FILING

7741

Salem

August 28, 1972

V. E. Skoog
Controller

L. H. Young
Programing Engineer

The following is a tabulation of the two major cooperative projects which will extend into the next fiscal period. The tabulation shows the amount anticipated to be spent on these projects this and next fiscal period.

As per 1973-75 Budget	Estimated Cost	1971-73 Budget	1973-75 Budget
SE 17th & Powell Blvd.	$2,297,000	$ 888,000	$1,409,000
Boones Ferry Rd.-Pacific Hwy. E.	1,200,000	960,000	240,000
Using present estimated cost (less F.A.) and same ratio of performance			
SE 17th & Powell Blvd.	1,029,000	398,000	631,000
Boones Ferry Rd.-Pacific Hwy. E.	1,570,000	1,256,000	314,000
		$1,654,000	$ 945,000

7777-

RDA:dg

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 16, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Highway Detours Grade Crossings
S.E. 17th and Powell Boulevard
Section
Mt. Hood Highway
Multnomah County
Contract No. 7741
Project No. EPS-T-5025(18)
Your File: GMO 72773
0-0-69-25

Gentlemen:

This is in reply to your letter dated August 2, 1972, wherein you advise that you will be willing to accept installation of asphaltic concrete paving in lieu of the treated hardwood plank grade crossings on the temporary detours on the above captioned project.

This is to advise the State is willing to accept this change in plan and will handle appropriately with our contractor.

Very truly yours,

ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: A. E. Johnson w/copy of SP letter
C. T. Keasey "
W. J. Hart "
H. S. Coulter "
J. C. Street "
Jack Hesla "

RECEIVED
AUG 16 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

August 2, 1972

IN REPLY PLEASE REFER TO

GMO 72773
0-0-69-25

Routing
Keasey
Bond
Walker
Johnsen
RECEIVED
AUG 4 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to Oregon State Highway plans for State Contract No. 7741, S.E. 17th & Powell Blvd. undercrossing.

Plans for constructing the highway detour over railroad shoofly called for treated hardwood plank crossing. Since the temporary detour will only be in service for one year or not more than two, we are willing to accept the installation of asphaltic concrete paving with a flangeway provided on gage side of rail. We understand that this change in plan has to be authorized by letter of understanding.

Yours truly,

A W Kilborn

cc: Mr. Jerry C. Street
Resident Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

[illegible]
FOR FILING

7741

5

August 10, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EPS-T-5025(18)

FROM George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7741 Extra Work Order No. 2

Project S. E. 17th and Powell Blvd.

Highway Mt. Hood

County Multnomah

During the construction of sidewalks along the southside of Tibbetts Street a bank was left in place back of the sidewalk which is a potential hazard. This order covers the resloping of this bank from the sidewalk which will help reduce erosion and remove the hazard of sloughing material on to the sidewalk.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer July 18, 1972.

Your approval as of July 18, 1972 is requested.

Attachments

BMW:js

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON 97310 PHONE 378-6511

August 1, 1972

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

RE: Signal Cable Conduit Installation
S. E. 17th & Powell Blvd. Section
Mt. Hood Highway
Multnomah County
Project No. EBS-T-5025(8)
YOUR FILE: GMO 72773
O-O-69-25

NOTED
F. B. KLABOE

Gentlemen:

We are in receipt of a copy of a letter to Southern Pacific from Morse Bros., Inc., dated July 28, 1972 which transmitted a drawing showing the proposed location of conduits to accommodate railroad signal cables (a copy of the drawing is attached).

The proposed conduit location meets with the approval of our Bridge Section. If the location is acceptable to you, please advise and we will notify our contractor to proceed with the fabrication of the box beams.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

for T. W. Litchfield
Railroad and Utility Engineer

RECEIVED
[illegible] 2 [illegible]
OFFICE OF
[illegible] WAY ENGINEER

JMC:fw
Enc.
cc Southern Pacific Transportation Co.
San Francisco
bcc: F. B. Klaboe
A. E. Johnson
W. J. Hart
H. S. Coulter
Jerry Street
Jack Hesla

Form E-123

RECEIVED

FORM E-[illegible] (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 19, 1972

SUBJECT:
S.E. 17th. & Powell Blvd.
Contract No. 7741
Subcontract No. 7

To:
Walter J. Hart
Bridge Engineer
Salem, Oregon 97310

We have been informed, that the subcontractor Target Dredging and Piledriving Company have requested the changing of records as follows:

The company name to read "Target Dredging and Piledriving and Rolland E. Brusco, Joint Venture".

Please make all required record changes on subcontract No. 7 and notify all interested parties thereto. We have enclosed a copy of the letter, Donald M. Drake Company to Jerry C. Street, dated July 12, 1972, for your information.

Very truly yours,

Jerry C. Street

Jerry C. Street
Resident Engineer

RWK:bk

Enc.

cc: H.S. Coulter

NOTED
FLOYD QUERY

RECEIVED
JUL 20 1972
BRIDGE DIVISION

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 226-3991

July 12, 1972

RESIDENT BRIDGE ENGR.
RECEIVED
JUL 14 1972
[illegible] STREET
JGS R.K.

Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. Jerry Street, Resident Engineer

Reference: O.S.H.D. Contract #7741
S.E. 17th & Powell Blvd. Section
Mt. Hood Highway, Multnomah County

Gentlemen:

On June 14, Target Dredging & Piledriving Co. was issued a subcontract for the steel piling on referenced project. They have recently notified us that they have formed a joint venture with Rolland E. Brusco, and that they wish to have this change documented by Oregon State Highway Department and Donald M. Drake Co.

We will appreciate your changing your records of the company name to read "Target Dredging & Piledriving and Rolland E. Brusco, Joint Venture", and notifying all interested parties thereto.

Thank you for your cooperation.

Very truly yours,

DONALD M. DRAKE COMPANY

R. E. Grant, Vice President
Construction

cc: H.S. Coulter, Metro Engineer, OSHD
Target Dredging & Piledriving Co.
Lee Sowers, Project Manager

RECEIVED
JUL 20 1972
BRIDGE DIVISION

RECEIVED

7741

Salem, Oregon
July 18, 1972

Bonds
Donald M. Drake Co.
Contract Nos. 7637 & 7741

Mr. V. E. Skoog
  Attn: Clare Palmer
Mr. C. T. Keasey
  Attn: John Bond
Mr. L. H. Young
  Attn: Vince Gallagher

Attached are copies of a letter and receipts from the State Treasurer advising of the receipt of City of Corvallis Improvement Bonds and City of Medford, Jackson County, Oregon General Obligation 1969 Sewage Treatment Bond in the amount of $168,000 from Donald M. Drake Company in lieu of retainage on Contract Nos. 7637 and 7741.

We have retained copies for the General Files (filed under contract number) and in our office under the name of the contractor.

Floyd Query, Secretary

dr
Att.

State of Oregon
Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

July 17, 1972

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon

Attention: Mr. Franklin G. Drake

Gentlemen:

Per instructions from the Department of Transportation, State Highway Division, we are enclosing safekeeping receipts Nos. 445/448 dated July 17, 1972, in the amount of $168,000.00 the bonds as decribed on the receipts are for State Highway Contracts Nos. 7637 and 7741.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merl Crowe, Cashier

MC: kf
ENCLOSURE

cc: Floyd Query State Highway Department

RECEIVED
JUL 18 1972
OREGON
STATE HIGHWAY COMMISSION

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 446

Received for Account of Donald M. Drake Co.

Date July 17, 1972

Address 1740 N.W. Flanders St. Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Corvallis Improvement Bonds Benton Co. 4% Due June 1, 1974 #178122-8	30/31	2	5,000				10,000.00
							10,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7741
17th and Powell, Portland

Authority Chapter 746 O.L. 1971

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 447

Received for Account of Donal M. Drake Co.

Date July 17, 1972

Address 1740 N.W. Flanders St. Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A.			PAR VALUE
				Month	Day	Year	
City of Corvallis Improvement Bonds Benton Co. Oregon 5/75% Due June 1, 1973 Dated June 1, 1972 #178121-0	4/19 1/3	16 3	5,000 1,000				80,000.00 3,000.00
							83,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7741
17th and Powell, Portland, Oregon

Authority Chapter 746 O.L. 1971

Countersigned by

~~Deputy~~ Cashier

SPECIAL INSTRUCTIONS

Robert W. Straub

State Treasurer

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 448

SAFEKEEPING RECEIPT

Received for Account of Donald M. Drake Co.

Date July 17, 1972

Address 1740 N.W. Flanders St. Portland, Oregon 97209

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMI-NATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
City of Medford, Jackson Co., Oregon General Obligation 1969 Sewage Treatment Bond 7.75% Due Nov. 1, 1974 Dated Nov. 1, 1969 #178691-2	43/7	5	5,000				25,000.00
							25,000.00

Purpose of Deposit In lieu of retainage on State Highway Contact No. 7741
17th and Powell, Portland, Oregon

Authority Chapter 746 O.L. 1971

Countersigned by

~~Deputy~~ Cashier

State Treasurer

SPECIAL INSTRUCTIONS

Form FHWA-121 (1[illegible])
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 11, 1972

In reply refer to: 10-35.7

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(18)
S.E. 17th & Powell Street Section
File 44329

Relocation Supervisor J. J. Smith's letter of July 5, 1972 requests information as to the amount that Federal funds will participate in search claims presented by Foster & Kleiser Co. Our records indicate that the subject project is not programmed for Federal participation in right of way and relocation costs.

To assist your relocation section in making a decision concerning the claim we have reviewed the attachments to Mr. Smith's letter. We concur in the decision made by District Relocation Officer Gene St. Clair in the penultimate paragraph of his May 25, 1972 letter.

Paragraph 21d(1) of IM 80-1-71 outlines those expenses that may be reimbursed. The answer to question 77 of FHWA Notice dated September 30, 1971 clearly outlines that the value of time required to obtain a permit is not considered a searching expense. The majority of items listed in the claim fall into this category.

It should also be noted that searching expenses for a replacement sign site are limited to $100. Only in exceptional cases can an amount greater than $100 but not more then $500 be authorized. There is no showing that this is an exceptional case.

7-13-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7241

July 5, 1972

TO: G. L. Green, Acting Division Engineer
Federal Highway Administration

J. J. Smith

FROM: J. J. Smith, Relocation Supervisor
Oregon State Highway Division

SUBJECT: File No. 44329 - 17th & Powell Project

NOTED
F. B. KLABOE

Attached hereto are copies of nine (9) claims for Searching for Replacement Sites by the Foster & Kleiser Co. Also attached is a series of correspondence outlining some of the difficulties encountered in our attempts to audit these claims.

Since the I-M allows only $100 for the search for a replacement site per sign, it is required that your office authorize the payment of the attached claims.

Will you kindly advise this office whether or not you will participate in the payment of these claims as presented? If it is your opinion that you cannot participate fully because the amount exceeds $100 per sign, kindly advise the amount of participation you will authorize for each of the claims.

JJS/jp

cc: Gene St. Clair
Tom Edwards
V. E. Skoog
F. B. Klaboe
L. H. Young

7741 S.E. 17th & Powell Blvd. [illegible], [illegible]
Mt. Hood Hwy., in Ptld. (Bldg., [illegible]
struct., plan., illus.) Folder #1

RR-691

C&A-4359 9-2-71
11-10-71

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JUN 13 1972
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June 12, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EPS-T-5025(18)

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Notification; Contract Work Started

Contract 7741 Work Started June 2, 1972

Project S. E. 17th and Powell Blvd.

Highway Mt. Hood

County Multnomah

VG:js

Oregon Journal----5-19
Portland

Powell Underpass Job Starts

Groundbreaking ceremonies Friday marked the start of construction on a $4.3 million railroad underpass which is expected to end massive traffic tieups at SE 17th Ave. and Powell Blvd.

City Commissioners Lloyd Anderson and Francis Ivancie turned the first shovel of dirt for the project, which is expected to be completed in August, 1974.

Low bidder for the Powell Blvd. underpass was the Donald M. Drake Co., of Portland.

The estimated cost of $4,332,120, will be paid by the State Highway Department, Southern Pacific Railroad, the City of Portland and Multnomah County. The Highway Department and Southern Pacific will pay one-third of the cost while Portland and Multnomah County will share the final third.

Plans for this summer include construction of a temporary alternate track and the institution of automobile detours to enable construction to begin.

The Oregonian----5-20
Portland

Work begins on underpass

City, county, state and railroad officials were on hand Friday to mark the beginning of work on a $4.3 million railroad underpass at SE 17th Avenue and Powell Boulevard, intended to solve one of the city's major traffic problems.

City Commissioner Lloyd Anderson turned over the first shovel of dirt to signal the start of construction, which is slated for completion in August, 1974.

A temporary detour for both rail and autos will be built this summer to allow traffic to continue while work is in progress.

The project is being financed jointly by the State Highway Division, the City of Portland and Multnomah County, and the Southern Pacific Railroad.

The Press (City Southeast), Portland----- 5-31-72

Powell Boulevard construction starts

City Commissioner Lloyd Anderson has turned the first shovel of dirt to mark the beginning of work on a $4.3 million railroad underpass to end traffic tie ups at SE 17th Avenue and Powell Boulevard.

The solution to the problem was made possible by an agreement concluded a year ago by the State Highway Commission, Southern Pacific Railroad, and the City of Portland. The construction contract was awarded earlier this month to the low bidder, Donald M. Drake Company of Portland, following formal acquisition of the right-of-way by the city.

The project will eliminate a serious traffic bottleneck by widening Powell Boulevard and constructing an underpass beneath the railroad tracks. The estimated cost totals $4,332,120.

Southern Pacific and the State Highway Department each will pay a third of the cost of the Powell Boulevard under-crossing. The other third will be shared by Portland and Multnomah County.

This summer a temporary alternate "shoofly" rail track, and auto traffic detours will be instituted to enable construction to begin.

The State Highway Division will supervise construction which is slated for completion in August of 1974.

Participating in the ceremony were representatives of the State Highway Division, Southern Pacific Railroad, Multnomah County, the Public Utilities Commission, and the Donald M. Drake Company.

May 1972

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MAY 30 1972
FOR FILING

7741

May 30, 1972

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7741 for work on
the S. E. 17th & Powell Boulevard
Section of the Mt. Hood Highway
in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06108

bc C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
H. S. Coulter
Jerry Street

7-7-71

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-100	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Multnomah
PROJECT REPORT NO. 6		PROJECT NO. EHS-T-5025(18) Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 S.E. Powell Blvd. (Portland) between S.E. 13th Pl. & S.E. 21st St.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING			
RIGHTS-OF-WAY			
CONSTRUCTION	City of Portland Water	1-26-72 4- 5-72	.405
OTHER *(Specify)*			

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,203,096	$ 1,460,000

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By

Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Engineer)

R. E. Simpson

Date executed by Division Engineer MAY 25 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. EHS-T-5025(18) Safety

S.E. 17TH AND POWELL BLVD. SECTION

MT. HOOD HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, May 23, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 101+10 to Sta. 122+15)

Temporary Protection and Direction of Traffic	All	Required		$ 34,000.00
Mobilization	All	Required		207,394.00
Clearing and Grubbing	All	Required		48,940.00
Removal of Structures and Obstructions	All	Required		68,558.00
General Excavation	62,000	cu.yd.	1.95	120,900.00
Trench Excavation	2,400	cu.yd.	7.60	18,240.00
Finishing Roadbed and Slopes	All	Required		13,259.00
Furnishing and Placing Topsoil	220	cu.yd.	9.45	2,079.00
Watering	1,000	M-gal.	4.00	4,000.00
Railroad Shoofly	All	Required		52,430.00
Railroad Ballast	990	ton	3.75	3,712.50
Bituminous Base Mixture	19,000	ton	7.25	137,750.00
Asphalt in Bituminous Base Mixture	1,000	ton	31.00	31,000.00
Class "B" Asphalt Concrete Mixture	7,100	ton	7.25	51,475.00
Asphalt Cement in Mixture	520	ton	31.00	16,120.00
Asphalt in Tack Coat	11	ton	150.00	1,650.00
Concrete Median and Shoulder Barrier	290	cu.yd.	87.00	25,230.00
8-inch Storm Sewer Pipe	1,600	lin.ft.	2.31	3,696.00
10-inch Storm Sewer Pipe	90	lin.ft.	4.50	405.00
12-inch Storm Sewer Pipe	1,070	lin.ft.	4.55	4,868.50
15-inch Storm Sewer Pipe	370	lin.ft.	6.05	2,238.50
18-inch Storm Sewer Pipe	52	lin.ft.	72.50	3,770.00
24-inch Storm Sewer Pipe	190	lin.ft.	11.90	2,261.00
12-inch Sanitary Sewer Pipe	150	lin.ft.	6.70	1,005.00
Extra for Pipe Under Pavement	830	lin.ft.	17.55	14,566.50
Class "A" Concrete in Sewers	260	cu.yd.	123.40	32,084.00
Reinforcement in Sewers	33,000	lb.	0.16	5,280.00
Concrete Manholes	7	only	521.00	3,647.00
Special Manholes, Sta. 110+25	1	only	7,335.00	7,335.00
Special Manholes, Sta. 110+75	1	only	1,439.00	1,439.00
Concrete Inlets, Type CG-1	2	only	278.00	556.00
Concrete Inlets, Type G-1	21	only	168.00	3,528.00
Concrete Inlets, Type P	30	only	138.00	4,140.00

6-inch Drain Pipe	400 lin.ft.	2.15	860.00
8-inch Drain Pipe	3,100 lin.ft.	3.30	10,230.00
Special Filter Material in Drains	180 cu.yd.	10.25	1,845.00
Guard Rail, Type 1A	25 lin.ft.	9.50	237.50
CL-6R Chain Link Fence	940 lin.ft.	3.41	3,205.40
Concrete Walks and Surfacing	4,000 sq.yd.	5.40	21,600.00
Concrete Driveways	300 sq.yd.	7.20	2,160.00
Concrete Curbs	140 cu.yd.	54.80	7,672.00
Concrete Islands	26 cu.yd.	54.80	1,424.80
Extra for Asphalt Walks	790 sq.yd.	3.00	2,370.00
Asphalt Curbs	5,200 lin.ft.	.95	4,940.00
Adjusting Manholes	20 only	128.00	2,560.00
Adjusting Inlets	2 only	119.00	238.00
RETAINING WALLS			
Shoring, Cribbing, Etc.	All Required		198,000.00
Structural Excavation	16,000 cu.yd.	2.12	33,920.00
Structural Excavation Below Elevation Shown	1,400 cu.yd.	2.45	3,430.00
Special Wall Backfill	7,000 cu.yd.	5.55	38,850.00
Furnish HP 10x42 Steel Piling	5,880 lin.ft.	3.57	20,991.60
Drive Steel Piling	168 only	86.50	14,532.00
Splice Steel Piling	42 only	37.50	1,575.00
Class "A" Concrete	6,000 cu.yd.	67.00	402,000.00
Reinforcement	550,000 lb.	0.16	88,000.00
PUMPING SYSTEM			
Drainage Pumping System	All Required		25,307.00
SIGNING			
Removal of Existing Sign Installation	All Required		100.00
Painted Wood Sign Posts	All Required		1,050.00
Sign Support Footings	All Required		12,785.00
Cantilever Sign Structure, 60 ft. W. 11th Ave.	All Required		3,470.00
Cantilever Sign Structure, Sta. 104+60 Rt.	All Required		3,465.00
Cantilever Sign Structure, Sta. 120+75 Lt.	All Required		3,475.00
Cantilever Sign Structure, 50 ft. E. 23rd Ave.	All Required		3,475.00
Single Sign Support	All Required		735.00
Pipe Supports for Control Signs	All Required		375.00
Type "A" Signs in Place	251 sq.ft.	9.25	2,321.75
Type "C", "D" and "R" Signs in Place	148 sq.ft.	4.50	666.00
Type "E" Signs in Place	82 sq.ft.	5.00	410.00
Sign Illumination Equipment	All Required		6,901.00
Thermoplastic Pavement Arrows	2 only	100.00	200.00

ILLUMINATION

Roadway Lighting Poles and Foundations	All Required		26,452.00
Luminaires and Ballasts	All Required		6,750.00
Fluorescent Luminaires and Ballasts	All Required		5,902.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required		27,883.00
			$1,919,920.05

Flagging (60% of Contractor's Cost)	All Required		$ 7,500.00
Railroad Protective Cost	All Required		17,000.00
Permanent Pavement Striping	All Required		100.00
Stage Construction Striping	All Required		50.00
Temporary Erosion Control	All Required		25,000.00
On-the-Job Trainee (4 @ $800)	All Required		3,200.00
Work by Portland Water Works	All Required		26,466.66
Work by Union Pacific R.R.	All Required		92,465.00
			$ 171,781.66
	Subtotal		$2,091,702.71
	10% Engr. & Cont.		209,169.29
	Total		$2,300,872.00

Type Code X681
Bridge No. 9917 (Sta. 112+14.44)(Length 120 ft. 4 in.)

Shoring, Cribbing, Etc.	All Required		$ 48,000.00
Structure Excavation	4,800 cu.yd.	2.07	9,936.00
Structure Excavation Below Elevation Shown	400 cu.yd.	2.30	920.00
Special Wall Backfill	1,000 cu.yd.	5.55	5,550.00
Furnish HP 12x53 Steel Piling	6,760 lin.ft.	4.64	31,366.40
Drive Steel Piling	169 only	97.25	16,435.25
Splice Steel Piling	42 only	37.50	1,575.00
Class "A" Concrete (1,960 cu.yd.)	All Required		183,000.00
55'/60' Prestressed Box Beams	12 only	2,542.00	30,504.00
60'/65' Prestressed Box Beams	24 only	2,664.50	63,948.00
Reinforcement (244,300 lb.)	All Required		38,800.00
Waterproofing Railroad U'xing	930 sq.yd.	75.00	69,750.00
			$ 499,784.65

Type Code X721
Bridge No. 9938 (Sta. 111+35.40)(Length 132 ft.)

Shoring, Cribbing, Etc.	All Required		$ 24,000.00
Structure Excavation	3,000 cu.yd.	2.07	6,210.00
Structure Excavation Below Elevation Shown	300 cu.yd.	2.30	690.00

Special Wall Backfill	980 cu.yd.	5.55	5,439.00
Furnish HP 10x42 Steel Piling	4,830 lin.ft.	3.57	17,243.10
Drive Steel Piling	138 only	86.00	11,868.00
Splice Steel Piling	35 only	37.50	1,312.50
Class "A" Concrete (1,606 cu.yd.)	All Required		213,863.00
Reinforcement (246,700 lb.)	All Required		38,300.00
Deck Seal	400 sq.yd.	1.70	680.00
3/4-inch Electrical Conduit	440 lin.ft.	1.85	814.00
			$ 320,419.60
	Subtotal		$ 820,204.25
	10% Engr. & Cont.		82,019.75
	Total		$ 902,224.00

Length of Project - - - - 0.405 Mile
Cost of Roadway Per Mile- $5,681,165.43

Retained in Program Status

Adjust and Remove Existing Traffic Signals	All Required	$ 10,000.00
Ceramic Tile Mural	All Required	11,000.00
		$ 21,000.00
	10% Engr. & Cont.	2,100.00
	Total	$ 23,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	$2,300,872.00	$1,048,750.00	$341,480.00	$ 910,642.00
Structures	902,224.00	411,250.00	133,920.00	357,054.00
Subtotals	$3,203,096.00	$1,460,000.00	$475,400.00	$1,267,696.00
Retained in Program	23,100.00	-	-	23,100.00
Totals	$3,226,196.00	$1,460,000.00	$475,400.00	$1,290,796.00*

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 100%
Contract No. 7741
Prefix 26-0608
*Other Funds
City - $ 215,398
Railroad - 1,075,398

S.E. 17TH AND BLVD. SECTION

Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,000.00

S.E. 17TH AND POWELL BLVD. SECTION

Railroad Protective Cost

Information from Construction Agreement Exhibit "A"

Item D	Flagging	$ 3,000
	+ Additives	1,170
	Total Flagging	$ 4,170
Item F	Engr. Insp. & Expenses	$18,000
	Assume 50% is Engineering and 50% Protective	
	18,700 x 50% =	9,350
	+ Additives	3,646
		$12,996

Total RR Protective Cost	$17,166
State will pay up to	$17,000 RR Protection Cost

Work by Portland Water Works

Labor	$13,315.38
Material and Paving	11,428.30
Equipment	1,722.98
	$26,466.66

Work by Union Pacific Railroad

A.	Signal Work	$ 30,990
B.	Track Work	23,667
C.	Communications Work	11,408
D.	Flagging	3,000
E.	Preliminary Engineering	440
F.	Engineer Inspector & Expenses	18,700
G.	Freight	2,575
H.	Equipment Rental	2,735
I.	Vacation Allowance	2,963
J.	Holiday Pay	1,058
K.	Health & Welfare	2,328
L.	R.R. Retirement & Unemployment Tax	5,079
M.	P.D., P.L. & W.C. Insurance	1,693
N.	Supervision	4,233
O.	Contingencies	11,086
P.	Gross Cost	$121,955
Q.	Less Salvage	12,490
R.	NET COST TO STATE OF OREGON	$109,465
	Less Railroad Protective Cost incl. above	17,000
		$ 92,465

7741

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 18, 1972

TO Jerry Streat
Resident Engineer

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Contract 7741
(Bid Items 51, 60 & 72,
Furnish Steel Piling)

Please note these bid items have been set up for both participating and nonparticipating quantities.

The extent of FHWA participation in these bid items will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (bid items 51, 60 & 72)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.
2. Enter the difference (order length - length actually incorporated in the work) as nonparticipating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

RDA:dg

cc A. E. Johnson
W. J. Hart
H. S. Coulter

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 18, 1972

TO
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
by L. H. Young
L. H. Young
Programing Engineer

SUBJECT
Concurrence in Award

Concurrence in award is requested for the S.E. 17th Ave. & S.E. Powell Blvd. Section, Project No. EHS-T-5025(18) with the right-of-way restriction mentioned below in force.

The contractor receiving the award is Donald M. Drake Company of Portland in the amount of $2,740,125.30 with Contract No. 7741 assigned. This bid was received on April 27, 1972 and will be awarded on the date this letter is endorsed by the Federal Highway Administration.

All right-of-way or rights-of-entry have been acquired with the exception of the following:

Parcel No.:	44329-10	3333 S. E. 17th Avenue
	44329-17	1750 S. E. Powell Blvd.
	44329-18	1764 and 1806 S. E. Powell Blvd.

This one ownership (3 files) is occupied by a auto and truck tire firm which is expected to vacate the property on June 15, 1972. The City has purchased the three files but the tire company's new building construction is not complete, therefore they have no place to move until June 15, 1972. This property was originally to be vacated by May 11, 1972.

Attached is a copy of Donald M. Drake Company's waiver to the Highway Commission of any claim for extra payment because all right-of-way was not clear at the date of award.

The contractor and the State believe that there is sufficient work to be done within the project outside the restricted area to warrant awarding the contract at this time, and that no useful purpose can be served by delaying the award until it is clear as demonstrated by the attached waiver. We also feel it is in the public interest to award the contract now to allow the contractor to utilize all of this year's construction season and to start ordering construction materials.

Attached are two copies of a sketch showing the restricted area. If further information is needed, please advise.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Attach.

Federal Highway Administration endorsement

Date MAY 17 1972

I concur in the award., HOWEVER, FEDERAL FUNDS WILL NOT PARTICIPATE IN ANY INCREASE IN CONSTRUCTION COSTS DUE TO RIGHT OF WAY NOT BEING AVAILABLE TO THE CONTRACTOR.

G L Green
For R. E. Simpson
Division Engineer

Fran

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Bid Apr 27

May 17, 1972

Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

AGENDA

Gentlemen:

The State Highway Commission on May 4, 1972, accepted your proposal for work on the S. E. 17th and Powell Boulevard Section of the Mt. Hood Highway in Multnomah County and referred it to the Administrator of Highways with authority to award the contract as soon as the necessary right of way is acquired and approval of the Federal Highway Administration is received.

These conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7741.

Award of the contract is made with the understanding that the contractor agrees to proceed with the project without possession until June 15, 1972, of the following described properties:

Parcel No.:	44329-10	3333 S. E. 17th Avenue
	44329-17	1750 S. E. Powell Boulevard
	44329-18	1764 and 1806 S. E. Powell Boulevard

It was also understood that the contractor waives any right to additional compensation without possession until June 15 of the described properties.

Attached is a copy of a Consent and Waiver pertaining to these conditions signed by R. E. Grant, Vice President of Donald M. Drake Company.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin May 30, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
H. S. Coulter
Jerry Street
William Geibel (SAIF)

WILLIAMS, MONTAGUE, STARK, HIEFIELD & NORVILLE, P. C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
MALCOLM J. MONTAGUE
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
LARRY C. HAMMACK
RICHARD E. ALEXANDER

May 16, 1972

Mr. R. H. Young
Programming Engineer
OREGON STATE HIGHWAY DEPARTMENT
State Highway Building
Salem, Oregon 97310

ATTENTION: MR. R. D. ASBURRY

Dear Mr. Young:

Enclosed are two copies of a Consent and Waiver executed by the Donald M. Drake Company. It is my understanding that this will permit the State to proceed with execution of the contract for the 17th and Powell Undercrossing Project. The City will be entitled to possession of the properties listed in the document prior to June 15, 1972.

Very truly yours,

DONALD R. STARK
Special Deputy City Attorney

DRS:cm
Enclosures

RECEIVED
MAY 16 1972
PROGRAMING SECTION

CONSENT AND WAIVER

This Consent and Waiver given this 16th day of May, 1972 by the DONALD M. DRAKE COMPANY, (herein called "Drake") to the STATE OF OREGON, acting by and through its STATE HIGHWAY DEPARTMENT, (herein called "State").

WITNESSETH THAT:

WHEREAS, Drake is the apparent low bidder in connection with the improvement of the S. E. 12th Avenue - S. E. 21st Avenue section of Mt. Hood Highway, commonly known as the 17th Avenue and Powell Boulevard Undercrossing, (herein called "Project"); and,

WHEREAS, the bidding specifications for the Project provide for the contractor to receive possession of all properties within in the Project upon execution of the contract and commencement of construction activities; and,

WHEREAS, the State has not acquired possession of certain properties in the Project hereinafter described but will have possession of such properties on or before June 15, 1972; and,

WHEREAS, Drake is willing to proceed with the Project without possession of such properties until June 15, 1972 without claim for additional compensation;

NOW, THEREFORE:

In consideration of the award of the bid on the Project by the State to Drake within the 30 day award period, Drake does hereby consent to proceed with the Project without possession until June 15, 1972 of the following described properties:

Parcel No.:	44329-10	3333 S. E. 17th Avenue
	44329-17	1750 S. E. Powell Boulevard
	44329-18	1764 and 1806 S. E. Powell Boulevard

and Drake does further waive any right to additional compensation for failure to give possession of the properties under the contract prior to June 15, 1972.

DONALD M. DRAKE COMPANY

By H E Grant
Vice President

RECEIVED
MAY 1[illegible] 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 16, 1972

TO Jerry Street
Resident Engineer

7741

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Contract 7741
(Bid Item 72, Furnish
HP 10x42 Steel Piling)

Please note this bid item has been set up for both participating and nonparticipating quantities.

The extent of FHWA participation in this bid item will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE (Bid Item 72)

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.
2. Enter the difference (order length - length actually incorporated in the work) as nonparticipating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

RDA:dg
cc A. E. Johnson
W. J. Hart
H. S. Coulter

RECEIVED
COUNTY & CITY SECTION
MAR 14 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ C ☑ RE ☑ RPE ☐

FORM PR-9
(REV. 4-61)

REQUEST FO
OF INDIVIDUAL PROJE
(PPM 21-1 A

MONTHLY TRANSACTION NO. 3-41

DATE SUBMITTED TO W.O. [illegible] 1972

CARD 2	REPORT NUMBER (19) (20) 3	PROJECT LOCATION (45 typewriter spaces) 21 65 US 26 S.E. Powell Blvd. (Portland) 13th to 21st	ADT	30,350	FUTURE (66) (70) *27,700	YE (71) 9
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 26 62 Gr., Dr., H.T. Pave. & 2 Strs.	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73 EHS	PL AUTH 74
CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS					COUNTY NAME
	NAME OF URBAN AREA 17-31 Portland		F.A. SYSTEM Urban			

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	(14-15)	16	41	42	43 - 46	53					(54) (58)	(59)
5					PE ROW CONST		ITEM AS NOW PROGRAMED (Safety)	66	EHS-T-5025(18)	US 26 SE Powell Blvd. (Portland) between SE 13th Pl. & SE 21st St. "SE 17th & Powell Blvd. Section"	0.41	3,600,000
										PROJECT TOTAL	0.41	3,600,000
5					PE ROW CONST		REQUESTED REVISION (Safety)	66	EHS-T-5025(18)	(Same as above)	0.41	3,600,000 (16)
										PROJECT TOTAL	0.41	3,600,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To increase the Federal Fund and revise the *Based on completion of Mt. Hood Freeway.
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: December 22, 1971	PROGRAM REVISION REQUESTED DATE March 8, 1972	RECOMMEND DATE
OTHER:	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

RECEIVED
COUNTY & CITY SECTION
MAR 14 1972
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

Budget Bureau No. 41-R2068: Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

nd) 65	ADT	30,350	FUTURE *27,700 (66) (70)	YEAR 91 (71) (72)	REGION 10 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN. CODE T44 4 6	ITEM NO. 66 (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

ute no. (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75
				EHS	

PROJECT NUMBER

PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13
EHS-T-	5025(18)

I PROJECTS ONLY

POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME: Multnomah
CODE: 14 051 16

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37)
Urban	U	5021 & 1081	26	26

TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
US 26 SE Powell Blvd. (Portland) between SE 13th Pl. & SE 21st St. "SE 17th & Powell Blvd. Section"	0.41	3,600,000	1,000,000	600,000 400,000 City 400,000 Co. 1,200,000 RR	Gr., dr., 4-12' lanes H.T. pave., 5'10" shldrs., 6' median & barrier. One hwy. & 1 RR U'xing str. (253'). RR and utility adj. incl preparatory work.
PROJECT TOTAL	0.41	3,600,000	1,000,000	2,600,000	
(Same as above)	0.41	3,600,000 (16) (23)	1,460,000 (24) (33)	600,000 340,000 City 1,200,000 RR	(Same as above)
PROJECT TOTAL	0.41	3,600,000	1,460,000	2,140,000	

5-13-72

REASON FOR CHANGE:
To increase the Federal Fund and revise the Project Cost accordingly.

all

*Based on completion of Mt. Hood Freeway.

M REVISION REQUESTED	RECOMMENDED	APPROVED
arch 8, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
gineer	TITLE	TITLE

acing, show both classes of funds involved.

USCOMM-DC 48808-P61

RECEIVED
FOR FILING

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

Donald M. Drake Company
1740 N.W. Flanders Street
Portland, OR 97209

May 10, 1972

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Attn: Donald B. Kane
Equal Employment Officer

Gentlemen:

Re: S.E. 17th & Powell Blvd.
Mt. Hood Highway
F.A. Proj. EPS-T-5025(18)
Contract No. 7741

This letter constitutes formal approval of the classifications in which trainees are to be provided on the subject project per your letter of May 8, 1972.

The Pile Driver, Iron Worker and 2 Carpenter apprentices to be furnished on this project are all to be trained in accordance with the current State of Oregon Apprenticeship and Training Council of Apprenticeship Standards and their programs are approved, subject to receipt of the approximate starting date for each.

Very truly yours,

George M. Baldwin
Administrator of Highways

By MDGlenn

M. D. Glenn
EEO Engineer

MDG:fr

bc: R. E. Simpson
A. E. Johnson
Gene Huntley
H. S. Coulter
Jerry Street

NOTED
A. E. JOHNSON

Form E-123

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 226-3991

5-9 original
REFERRED TO
Constrn — Dave Glenn
BY

May 8, 1972

7 7-11

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Floyd Query

Re: S. E. 17th & Powell Blvd. Section, Mt. Hood Highway

Gentlemen:

We offer the following On-the-job Training Program as part of our Equal Employment Opportunity Affirmative Action Program required in the Special Provisions of referenced contract.

As training and upgrading of minority groups is a primary objective of this training provision, we shall make every effort to enroll minority trainees by recruitment through Associated General Contractors Manpower and Training Division, Valley Migrant League, Project Outreach, and other minority recruitment sources likely to yield minority trainees.

Trainee No. 1 - Pile Driver
Approximate Starting Date:
Training: Per current State of Oregon Apprenticeship and Training Council Pile Driver Apprenticeship Standards.
Payment: Rates according to Approved current training program and/or in accordance with contract specifications.
Training Period: Approximately two months under existing training program. Trainee will work under the direction of Pile Driver foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee. This trainee will be employed by our Piling Subcontractor.

Trainee No. 2 - Ironworker
Approximate Starting Date:
Training: Per current State of Oregon Apprenticeship and Training Council of Ironworker Apprenticeship Standards.
Payment: Rates according to approved current training program and/or in accordance with contract specifications.
Training Period: Approximately six months under existing training program. Trainee will work under the direction of Ironworker foreman and related crafts on the project. He will be trained in all

aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee. This trainee will be employed by our Reinforcing Steel Subcontractors.

Trainee No. 3 & 4 - Carpenter
Approximate Starting Date:
Training: Per current State of Oregon Apprenticeship and Training Council Carpenter Apprenticeship Standards.
Payment: Rates according to approved current training program and/or in accordance with contract specifications.
Training Period: Approximately twelve months under existing training program. Trainee will work under the direction of Carpenter Foreman and related crafts on the project. He will be trained in all aspects of the trade, as it pertains to construction of highway structures, in an attempt to give him a well rounded program which would be in the best interests of the trainee.

We trust this On-the-job Training Program will meet with your approval and we are hopeful that this program will aid training within our industry.

Yours very truly,

DONALD M. DRAKE COMPANY

Donald B. Kane
Equal Employment Officer

W. E. Thomas
By: W. E. Thomas
Assistant EEO Officer

WET:cjd

cc: Resident Engineer, S. E. 17th & Powell Blvd. Section

7741

May 4, 1972

Donald M. Drake Company
1740 N. W. Flanders
Portland, Oregon 97209

Gentlemen:

The State Highway Commission today accepted your bid in the amount of $2,740,125.30 for work on S.E. 17th and Powell Boulevard Section of the Mt. Hood Highway in Multnomah County which was the low bid received for that job on April 27.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as the necessary right-of-way is acquired and approval of the Federal Highway Administration is received. When these conditions have been fulfilled, we will let you know.

You are reminded of the requirements included in the EEO Special Provisions for "On-The-Job Training." The fourth paragraph of the Special Provision requires that you must receive approval of ".... the number of trainees to be trained in each selected classification ...." before you can commence construction. This may be accomplished at the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
bc C. T. Kenney
Walt Hart
L. W. Rulien
H. S. Coulter
Jerry Street

[illegible] 5/3/72

TOTAL [illegible] $4,3[illegible],120

[illegible] 3,3[illegible],120

[illegible] $995,000

[illegible]	CITY COSTS	R.R. COSTS
1,[illegible]	1,[illegible]	1,[illegible]
− 600,[illegible]	− [illegible]	
$ 6[illegible]	$ [illegible]	
Non F.A. − [illegible]	− [illegible]	321,[illegible]
$ 509,0[illegible]	[illegible]	1,169,0[illegible]
[illegible] − [illegible]	− [illegible] 180,[illegible] city [illegible]	− 169,660
$ 90,2[illegible]	0	999,350

[illegible]

		[illegible]	CITY	[illegible]	[illegible]	[illegible]	TOTAL
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	—	833,400
[illegible]	[illegible]	([illegible])	(3[illegible])	—	—	1,460,000	1,460,000
Non F.A.	[illegible]	[illegible]	—	[illegible]	[illegible]	—	995,001
[illegible] F.A.	[illegible]	90,2[illegible]	—	—	[illegible]	—	1,027,720
		$ 51[illegible]	[illegible]	[illegible]	1,[illegible]	1,460,000	4,32[illegible],121

[illegible],[illegible]

RECEIVED
MAY 1 1972
FOR FILING

7741

April 28, 1972

Hon. Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, OR 97204

Southern Pacific Transportation Company
324 Union Station
Portland, OR 97209
Attention: Mr. E. A. Kendrew

Gentlemen:

S.E. 17th & Powell Blvd. Section
Mt. Hood Highway
City of Portland

The State Highway Commission on April 27 opened bids on the 17th and Powell Boulevard project. Apparent low bid was submitted by Donald M. Drake Company of Portland.

Total anticipated cost of the project based on the low bid is as follows:

Contractor's bid		$2,740,125.30
Anticipated Additional Items:		
Flagging	$ 7,500.00	
Railroad costs	109,465.00	
Temporary Erosion Control	25,000.00	
Adjustment City Utilities	50,000.00	
Adjustment Traffic Signals	10,000.00	
Ceramic tile mural	11,000.00	
On-the-Job Trainees	3,200.00	
Miscellaneous Items (3)	1,150.00	
		217,315.00
		$2,957,440.30
Engineering and Contingencies (12 1/2%)		369,680.04
Total		$3,327,120.34

Other Project Costs:		
Preliminary Engineering	$130,000.00	
Right-of-way	790,000.00	
Street closure work	75,000.00	995,000.00
Total		$4,322,120.34

In accordance with the project agreement, the State, City and Railroad each shall pay one-third of the actual total cost of the project. At this time, it is estimated that each party's share of the cost will be approximately $1,440,000.

It is emphasized that the project agreement requires the submittal of progress statements to the State outlining the project costs that you have incurred to date. Upon receipt of these statements, the State will issue progress statements of total project costs to date.

It is anticipated that the contract will be awarded to Donald M. Drake Company about May 12, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

cc Wayne Oberding

RU:ljt ia
bc George M. Baldwin
Tom Edwards
Floyd Query
R. L. Schroeder
E. S. Hunter
A. E. Johnson
L. H. Young
V. E. Skoog
C. T. Keasey
W. J. Hart
D. H. Moehring
L. E. George
F. L. Hall
H. S. Cox
H. S. Coulter

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: EPS-T-5025(18)

STATE PROJECT NO.: SE 17TH & POWELL BLVD. SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

4-24-72

PROGRAM NO.:

ITEM NO.: T-66

COUNTY NAME: MULTNOMAH

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4/26/72

26-1461

124,256.82

MAR. 5 3200

ROUTE NUMBER
ROUTES 5021-1081

UTE NUMBER
OD HIGHWAY ROUTE 26

OUTHERN PACIFIC TRANSPORTATION
H 24, 1972 AS REQUESTED IN MR.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
WORK BY SP RAILROAD FORCES.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

4-27-72
REFERRED TO
Young

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1972
PROGRAMING SECTION

NOTED
R. D. ASBURRY

Chas

NOTED
TOM EDWARDS

NOTED
R. N. CHASE

DATE: 4-24-72

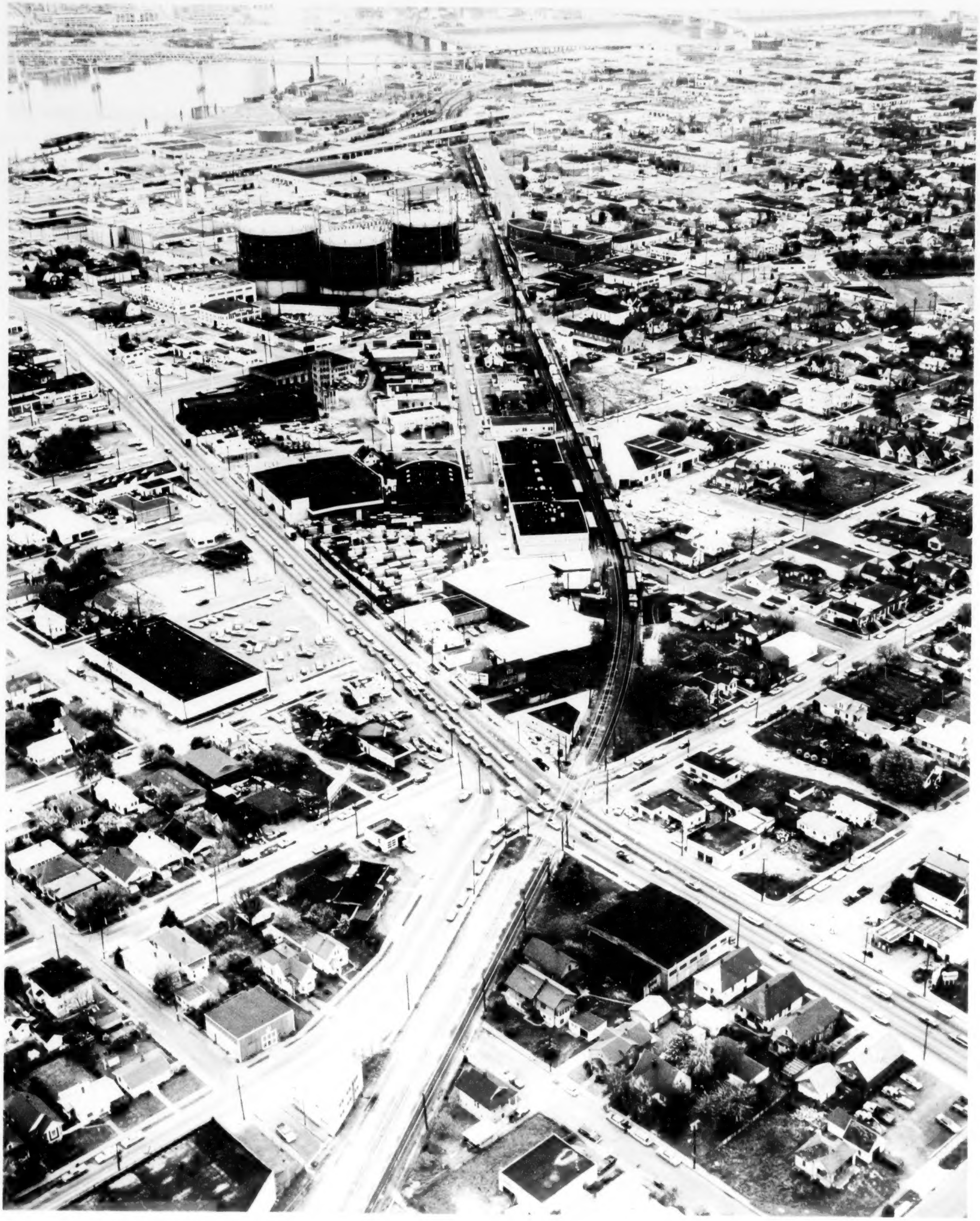
SIGNATURE OF APPROVING OFFICIAL: G. Greene

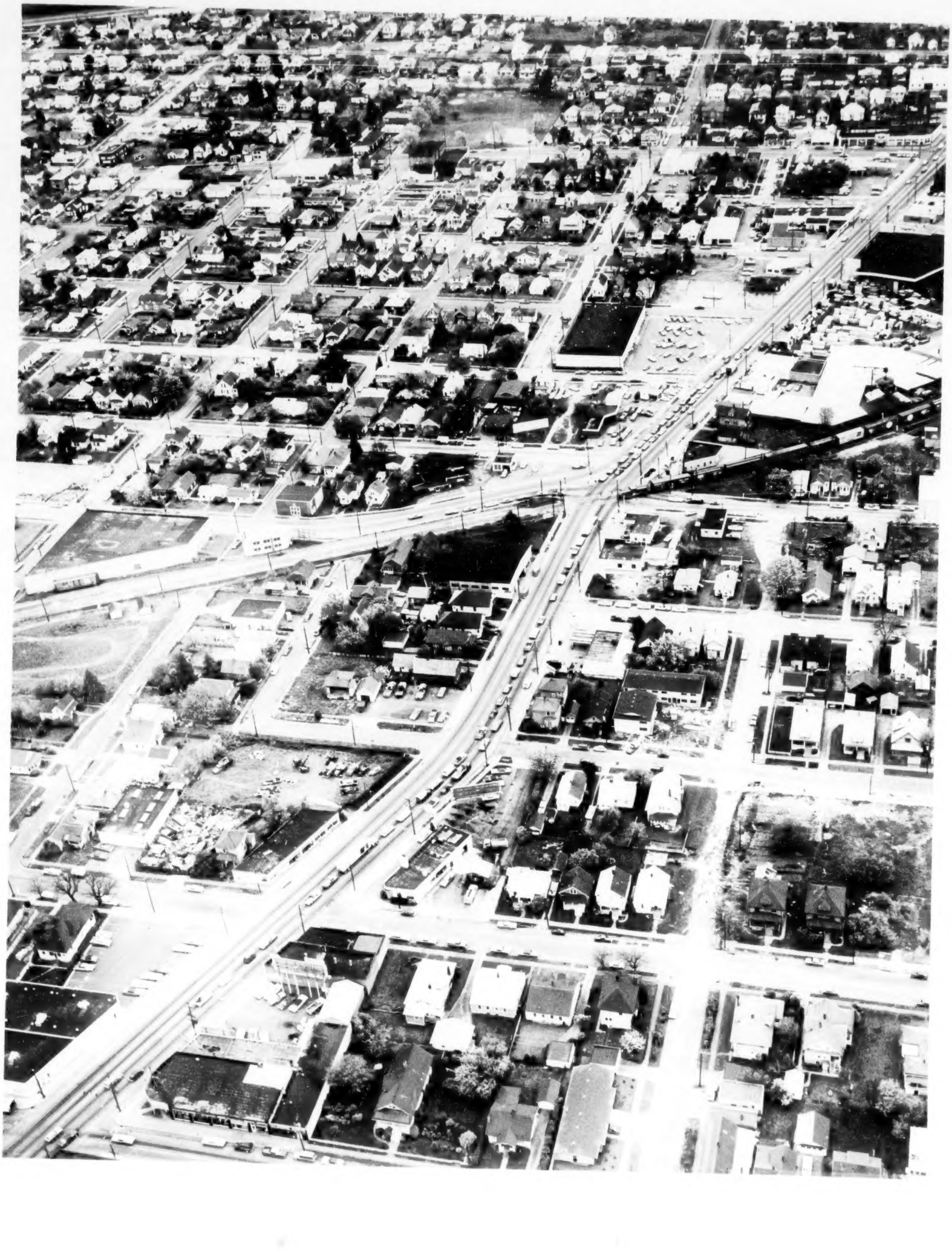
TITLE: FOR DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Stafford

Wince 4-28-72





STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: DOT

Title of Record Series: CONSTRUCTION CONTRACTS

Arrangement of Records: NUMERICAL

Index: CONTRACT NUMBER

INDEXING: Begins with 7703 Ends with: 7741

FLASH CARDS: CONTINUED ON REEL 158

Remarks:

Reel No. 157 Reduction Ration 21X Project No.

Camera:Name BELL + HOWELL Model FILE MASTER Film 16MM AHU

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 14 day of 1 19 83 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Billie Pitra